

MARCH
1951

A Miller Freeman Publication
TWENTY-FIVE CENTS

PACIFIC FISHERMAN

FISH & WILDLIFE SERVICE
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HONOLULU T H

See p. 59, 63

The Price of Fish

The deep-sea fishing boat "Republic" will never sail out for the tuna again, nor the salmon—out of Astoria into the green swells from westward. Part of her bow has drifted ashore near Long Beach, and some of her forward deck—and where the hulk of her is, only the sea can tell. Her last port of call was the storm. And the fishermen who sailed her, and looked to her fishing gear, and harvested the sea? Where are they? Perhaps the gulls know, or the cormorants. Only this seems certain—that they and their boat will fish no more.

You walk through the market and glance at the fish stalls heaped with limp silver. Only a day or so ago these fish, most of them, were out where "the low sky mates with the sea." Now they bear price tags. Even fish, so we say, is high priced. That is true. Fish *are* high priced—and the least of the price is reckoned in coin.

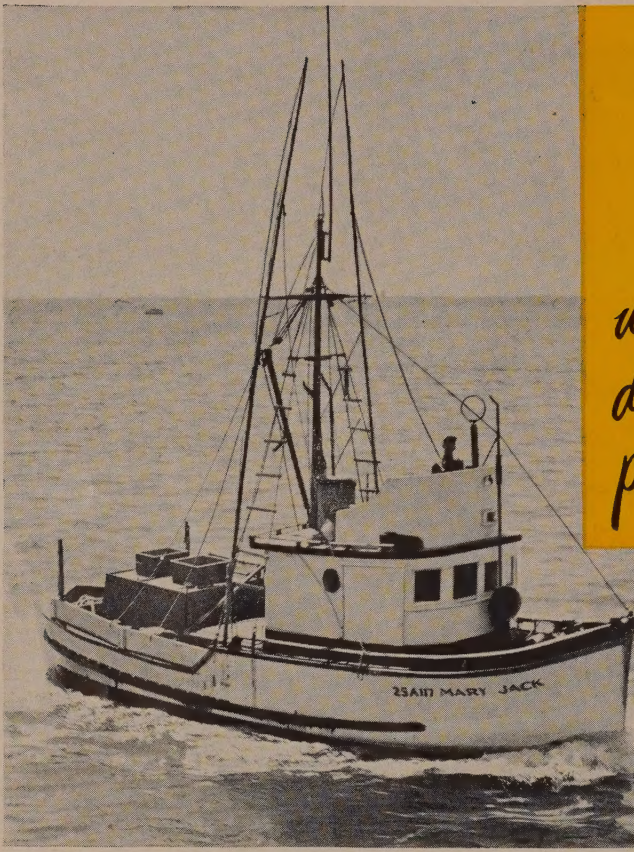
Men who would rather fish at sea than work ashore sail out on the fishing boats to seek and follow the fish. It is a glad, hard life, and they like it well—but they stake their lives on the catch. It isn't often that the boats don't come back to port, for their oil-skinned skippers and crews to shout to their friends on the dock with word of their luck—but sometimes they don't. The "Republic" was one that didn't.

And how are you going to figure that in the price of a pound of fish?

*From the Portland Oregonian.
Reprinted with permission.*

AROUND THE CALENDAR

with dependability power



IN NO other industry are honest power and trouble-free engine performance more essential than in fishing. "Caterpillar" Diesel Marine Engines are rated to give you the advertised horsepower — *at the propeller*. Their reputation is based on sure-fire performance — hour after hour, day after day.

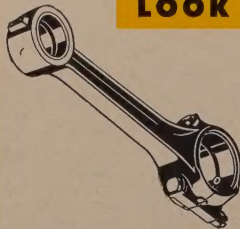
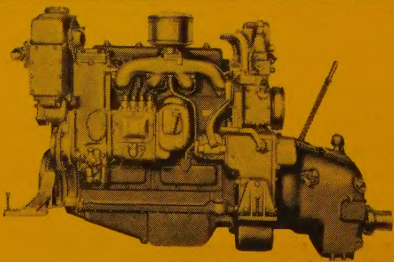
The D315 Marine Diesel which powers O. O. Shelton's 38-ft., 10-ton-capacity *Mary Jack*, out of San Diego, is one of thousands of "Cat" Diesels that could echo Mr. Shelton's statement: "In a year's use, with over 2,100 hours of operation, I have had no power trouble."

Yes, power, dependability and long life are things you can confidently expect in a "Caterpillar" Marine Diesel. Mechanical simplicity, easy maintenance, compact design and savings in fuel costs are major advantages. And what's more, your engine will be "at home" in any port—for "Caterpillar" dealer facilities are widely available to give you quick service.

Today the importance of "Caterpillar" products, both for military use and for maintaining the national economy, is greatly increased. Talk over your engine requirements with your "Caterpillar" dealer. He has ample parts stocks to keep your present equipment doing its job and will do his utmost to make prompt delivery of new machines.

CATERPILLAR TRACTOR CO., SAN LEANDRO, CALIF.; PEORIA, ILL.

LOOK UNDER THE HIDE



Connecting rods for "Caterpillar" Diesels are made of medium carbon steel, drop forged and heat treated. Of "H" section design, they are rifle drilled to provide oil passage to the piston pin, and to oil-cool the piston. Connecting rods are balanced to close limits. Crankpin bearings are solid aluminum alloy, precision type. Piston-pin bushings are bronze and are precision bored. Look under the hide for built-in quality.

CATERPILLAR DIESEL *Marine Engines*

REG. U. S. PAT. OFF.

PACIFIC FISHERMAN

A Miller Freeman Publication

Vol. 49

No. 4

MARCH, 1951

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Oscar Chapman's Responsibility

When Oscar Chapman, Secretary of the Interior, decided to open Bristol Bay to fishing with power boats he accepted a heavy burden of responsibility.

No one questions that power-boat fishing is better than sail-boat fishing, if it can be controlled and the salmon resource safeguarded.

For years the Department of the Interior held that authority to control the intensity of fishing should go hand-in-hand with increased efficiency of power fishing boats.

Mr. Chapman decided otherwise as one of his first acts in office.

The law requires that he provide adequate escapement. His department is quoted as saying that the Fish and Wildlife Service "has sufficient enforcement powers to protect the salmon against undue depletion."

That is perhaps true, *if the powers are employed.*

They were not employed on Cook Inlet last year when gear concentration mounted beyond all reason; and when the spawning escapement as result fell to a tragic level. *The law was there, but it was disregarded; the power was there, but it was unemployed.*

The Bristol Bay salmon resource is the most valuable single fishery in the world. Mr. Chapman has the responsibility for its protection and conservation. He has chosen to relax limitations on the kind of fishing gear employed.

Mr. Chapman has the authority to require his officers to protect the salmon against over-exploitation, to insure adequate escapement, to observe the rules of true conservation.

If this is not done; if the Bristol Bay salmon resource is impaired; if the richest American fishery is depleted, *the responsibility is Mr. Chapman's, and his alone.*

THE COVER EDITORIAL

The thought-provoking editorial on the cover of this issue was published first in the *Portland Oregonian* early in 1945, and was printed with permission on the cover of *Pacific Fisherman* for April of that year.

Almost immediately we were struck with how many covers torn from that issue we saw pinned-up where men would see them. They were in pilothouses and enginerooms; in fishermen's homes, and in fishermen's supply stores. We have seen them framed, and seen them stained with oil and seawater.

Through the years more and more men have asked why we did not publish the editorial again. It has seemed like a good idea, one which we are proud to put into effect.

Read once again the editorial—which we believe was written by Ben Hur Lampman—and think soberly for a moment just how much of human daring, danger, and even death enters into the price of fish.

That is something the men who set ceilings and freeze prices should never forget.

133,000 LBS. of MULLET in a SINGLE HAUL!



GULF STREAM FISHERMEN...

USING A **BEACH SEINE** OFF
THE WEST COAST OF FLORIDA,
HAVE NETTED **67 TONS** OF
MULLET IN A SINGLE HAUL!

FOR ANY KIND OF FISH,
WISE FISHERMEN LOOK TO
EDERER NETTING FOR TOP
QUALITY AND DEPENDABILITY.



FOR WHATEVER TYPE OF FISHING YOU DO,
EDERER NETTING IS SKILLFULLY MADE OF
FINEST MATERIALS, TO SERVE YOU LONGER.

2000 FEET LONG,

A GULF STREAM BEACH SEINE
MAY REQUIRE 20 MEN
TO HAUL IT IN!



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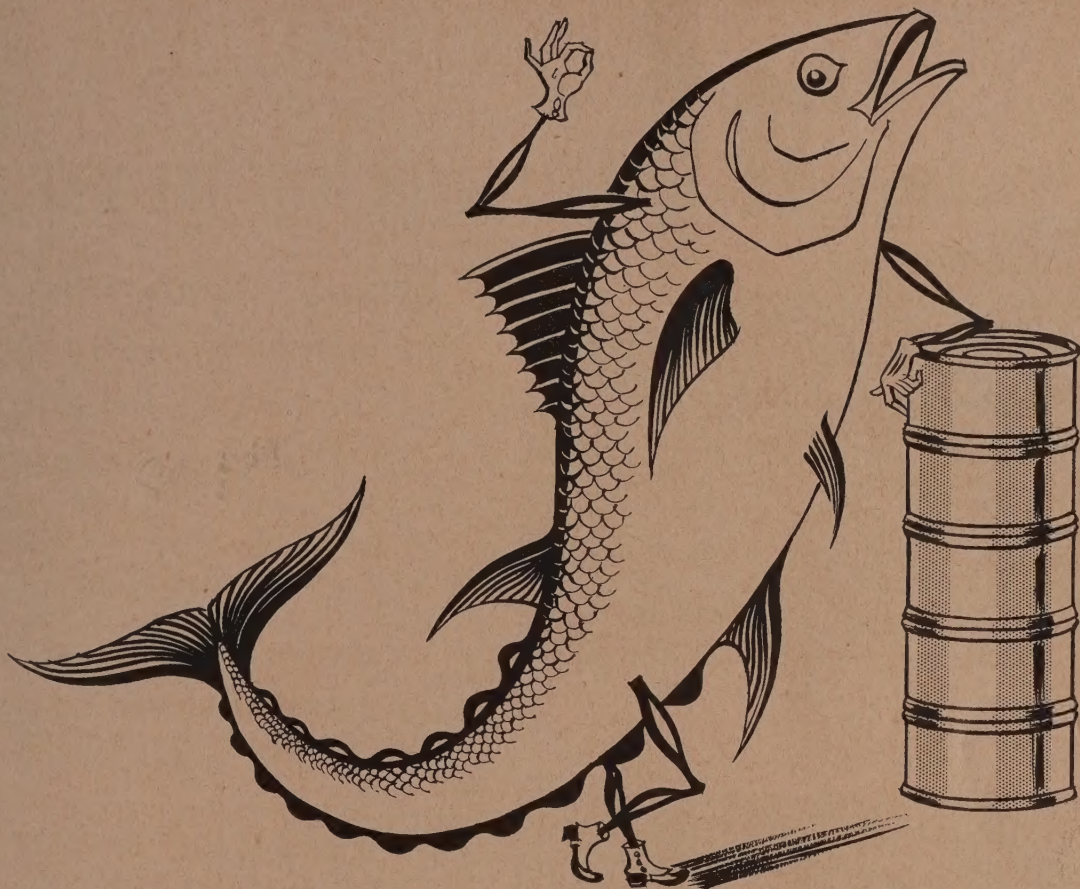
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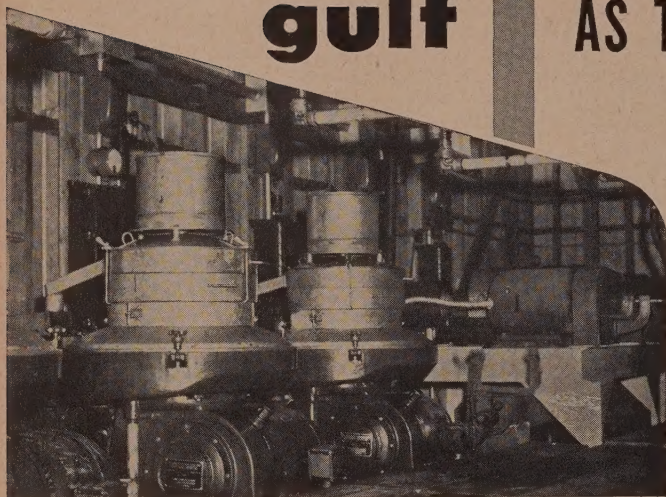
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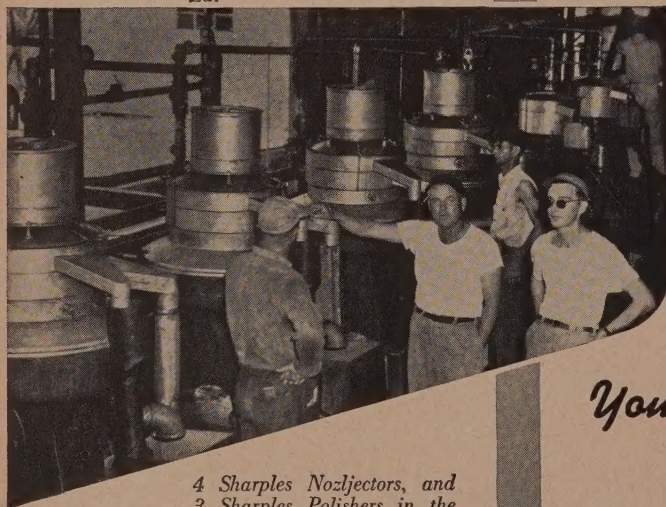
March 1951 PACIFIC FISHERMAN

on the gulf

AS THROUGHOUT THE WORLD



3 Sharples Nozljectors, and
3 Sharples Super-D-Canters
in the press room of Quinn
Menhaden Fisheries, Empire,
La.



4 Sharples Nozljectors, and
3 Sharples Polishers in the
plant of Empire Menhaden Co.,
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4 Sharples Super-D-Canters.)

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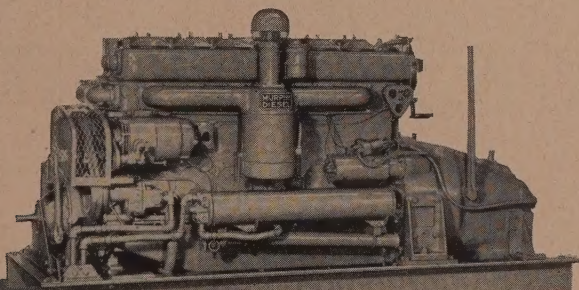
ASSOCIATED COMPANIES AND REPRESENTATIVES THROUGHOUT THE WORLD.



Murphy Diesel powered MAPLE LEAF C sets all-time record for herring catch

IN the season recently closed in British Columbia, the "Maple Leaf C", one of twelve Murphy powered boats owned by B. C. Packers, Ltd., is reported to have set an all time record high for a herring catch—1260 tons for the season. It takes good dependable power to set a record like that—power that's on the job every day answering every demand . . . And that's just the kind of power the "Maple Leaf C" has . . . a 190 H.P. Murphy Diesel.

If this is the kind of dependability you want in your boat's power plant, get in touch with your Murphy Diesel Dealer. He'll be glad to show you why Murphy Diesels give such dependable service . . . and why they cost so much less to operate, too. And be sure to ask him for a copy of the fact-filled booklet "10 Questions to Ask a Diesel Engine Salesman".



Heavy duty power for fishing

Murphy Diesel marine propulsion engines and auxiliaries are made in sizes from 90 to 205 H.P.; marine type generator sets from 60 to 133 K.W.



MURPHY DIESEL COMPANY

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Milwaukee 14, Wisconsin

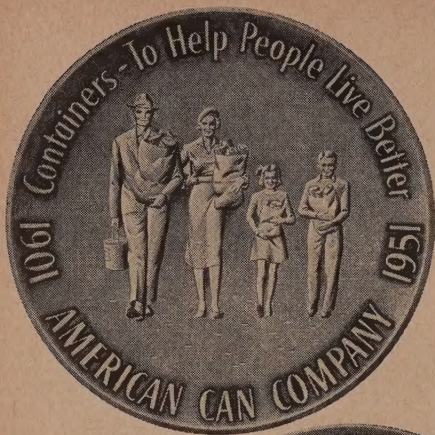
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SAN DIEGO—Calif. Diesel Technical Service Inc., 205 W. Market St.

VANCOUVER, B. C.—Lipsett Engine & Mfg. Co., Ltd., 1315 Powell St.



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Not only better containers, but also new containers to meet the needs of our never-static economy...

Plus improved methods of packaging and processing, faster machinery, and the fulfillment of the vision of a research organization without equal in the field.

In the distributing industries, Canco's pioneering will continue to pay dividends in easier, safer, and more



The sanitary can—most famous of all metal containers—made commercial canning of fruits and vegetables possible—revolutionized the grocery business—changed America's eating habits.

American

CONTAINERS... to help people live better



The "Double-Tite" paint can—expanded the paint business—brought ready-mixed paints to millions by making it practical for these paints to be packed and shipped everywhere.



The vacuum-pack coffee can—permitted roasters to protect from roaster to consumer the flavor and aroma of fresh-roasted coffee.



Canco's Paper Milk Container—gave tremendous impetus to store milk sales for dairies all across the country—allowed grocers to give housewives milk in a sanitary, easy-to-carry, one-way container.

Canco Pioneering

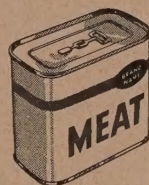
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economical handling of packaged goods.

And to everyone who eats, patronizes a drugstore, drives a car, maintains a home, serves in our armed forces—Canco's pioneering will continue to make possible a myriad of products . . . of better quality.

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On this page are familiar containers of today pioneered by Canco.



The meat can boomed the canned meat business—provided housewives with a new and wide variety of readily prepared meats.



An adaptation of the sanitary can, this container assured motorists of getting refinery-sealed motor oil. Gave huge boost to sales in service stations in every state.

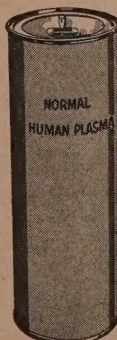
Can Company



New York • Chicago • San Francisco
Hamilton, Canada



The beer can trademarked "Keg-lined"—the first non-returnable container for beer and ale—brought new conveniences to beer drinkers everywhere—lowered distribution cost.



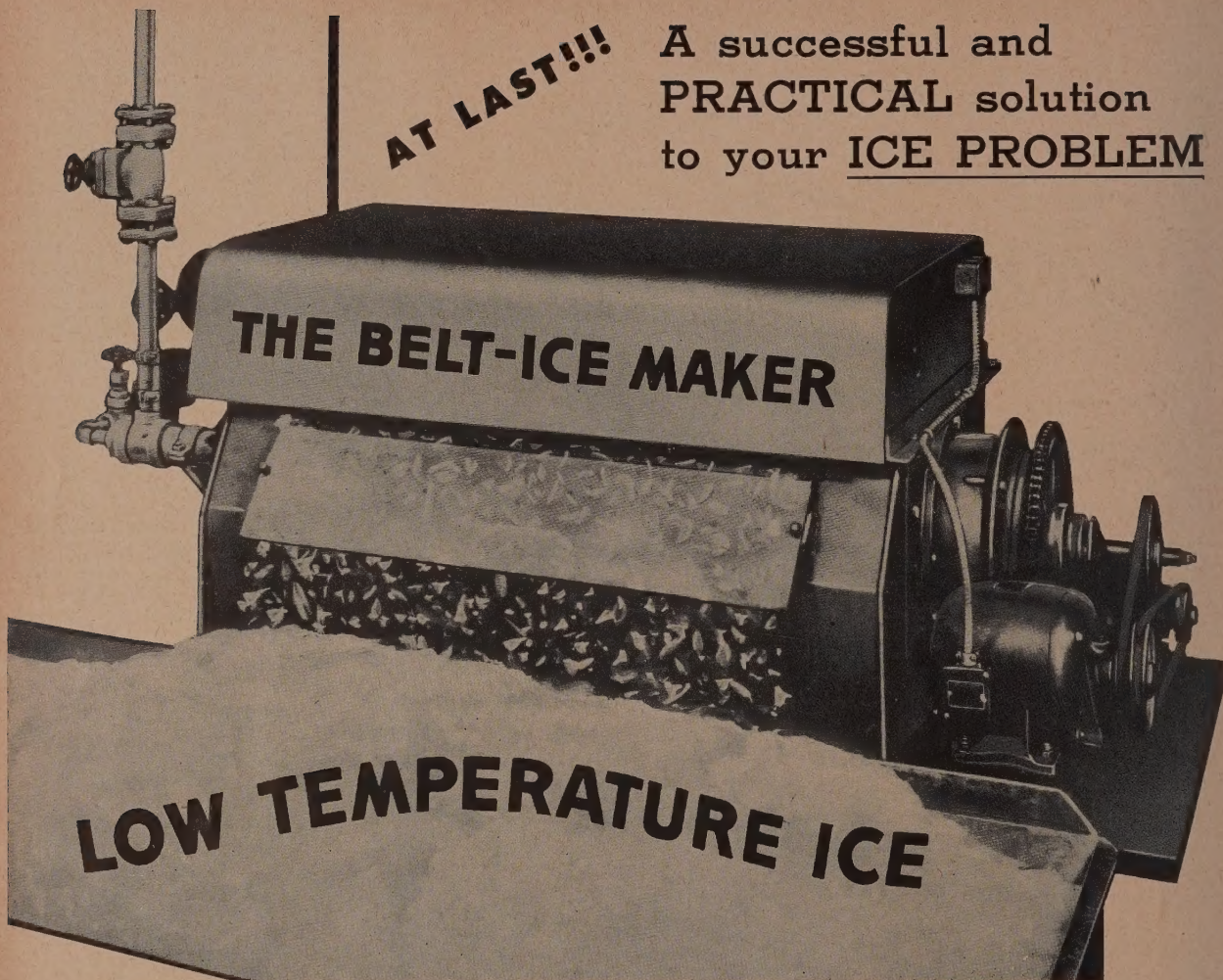
This container protected first-aid units of blood plasma in World War II. An adaptation of Canco's tennis ball can.



The salt container prevented excessive caking which took place in the old-fashioned bags. The aluminum pouring spout made easier the housewife's task.

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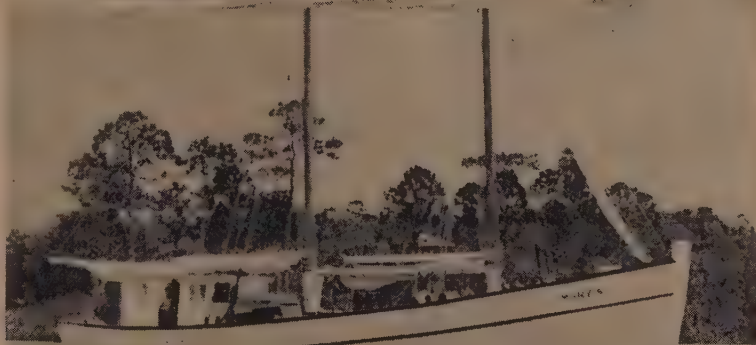
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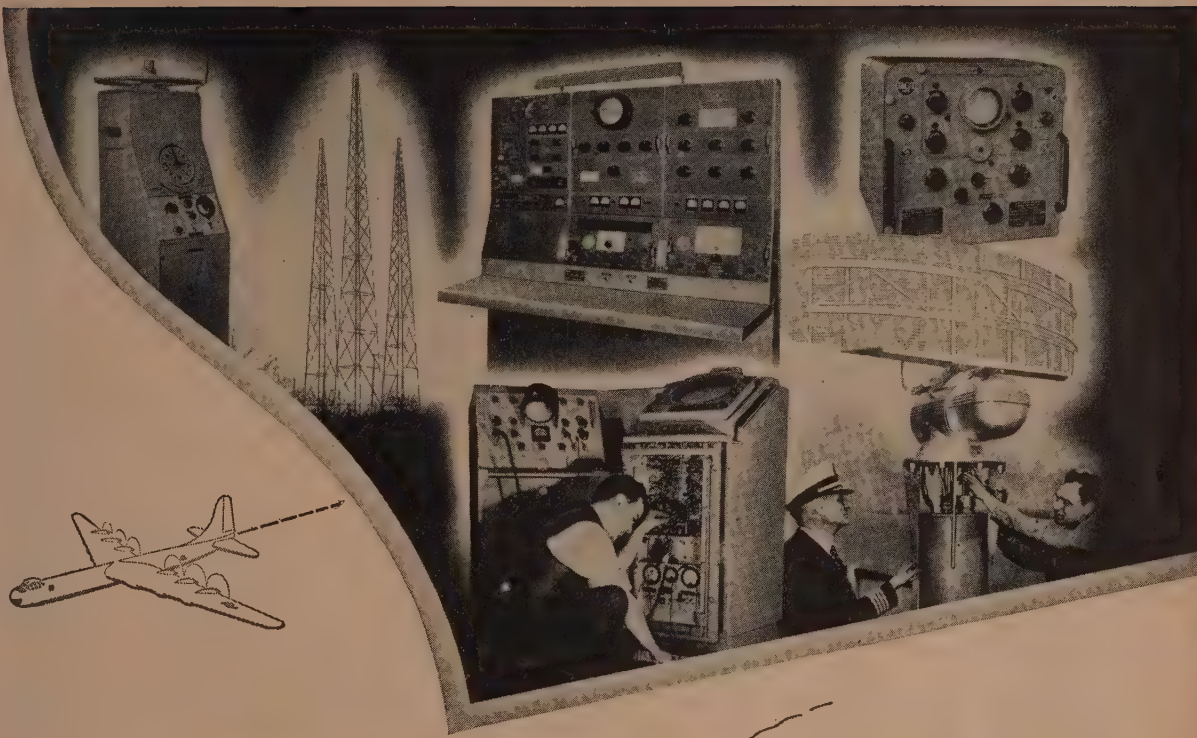
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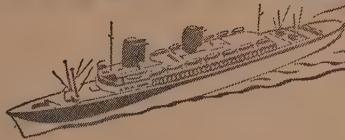


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HOW TO ADD PROFITABLE

New Life

TO OLD HULLS ...

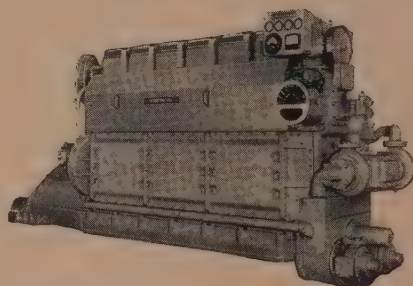
TAKE an old hull in seaworthy condition . . . revitalize it with Nordberg Diesel power . . . and you'll have an efficient, economical, more powerful vessel ready for additional years of profitable service.

For example, here is a sturdy dragger that has been re-powered with a modern 9" x 11½" Nordberg 4-cycle Diesel developing 480 hp at 720 rpm . . . equipped with a 2:1 reduction gear, and swinging a 64" x 48" propeller.

In replacing an older engine, this Nordberg Diesel saved over 4,000 pounds in weight—added 2.5 to 3 knots to the vessel's speed—and saved 3 to 4 gallons of fuel per hour!

This is just one example of the way in which Nordberg Diesels provide dependable, economical main propulsion or auxiliary power—for new or existing hulls—in sizes up to 9600 hp.

Write for complete details, outlining your power needs.

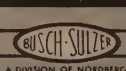


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Four-Cycle Diesel Plant
BUSCH-SULZER DIVISION
St. Louis 18, Mo.



SM451



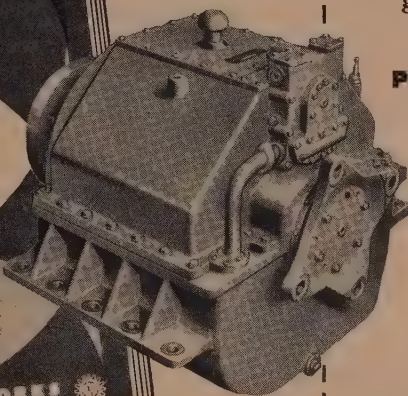
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*How Modern
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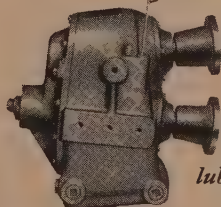
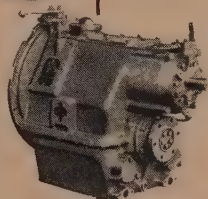
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GEAR This modern planetary marine propulsion gear is available for engines from 600 hp up. Sizes up to 50,000 hp have been built. A Pacific-Western planetary propulsion gear saves weight and space.

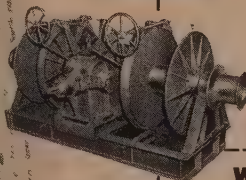
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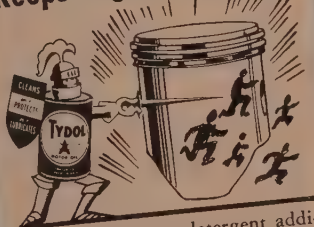


Clean Engines Last Longer

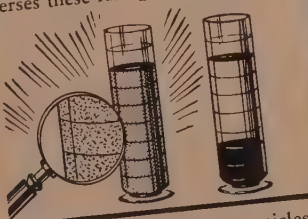
TYDOL HD

KEEPS ENGINES CLEANER!

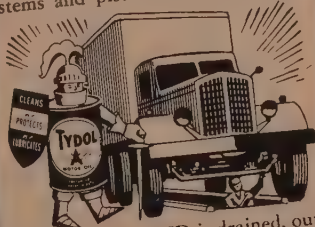
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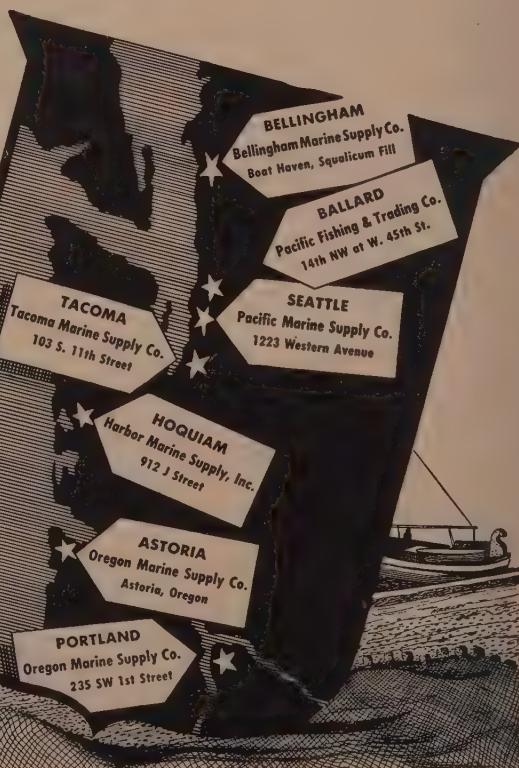
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Japanese Pledge High Seas Conservation; Prohibit Nationals From American Fisheries

Voluntary agreement for immediate prohibition of Japanese fishing operations in the eastern Pacific or Bering Sea has been offered by Japan's prime minister and accepted by John Foster Dulles of the U. S. Department of State.

Furthermore, the Japanese have agreed to negotiations looking toward establishment of an international treaty for the conservation of ocean fisheries.

This information was conveyed at presstime for this issue in copies of correspondence between Prime Minister Yoshida and Mr. Dulles, wired by the De-

partment of State to Miller Freeman, chairman, and other officers and members of the Pacific Fisheries Conference.

The Pacific Fisheries Conference has long and earnestly advocated international fisheries agreements as essential to the preservation of peace and the protection of resources in the Pacific. It leads the current American movement urging inclusion in the Japanese treaties of agreements that nationals of the two countries will abstain from exploitation of the fisheries developed and conserved by the other country.

Feb. 7, 1951

My dear Ambassador:

"In connection with conversations which we have had about fisheries, I am glad to advise you as follows:

"The Japanese people largely depend upon fish for their food supply. They have therefore a very special interest in the conservation and development of fisheries. The Japanese government recognizes that the problem of conserving and developing fisheries located in the high seas is a difficult one; and that these fisheries may be quickly exhausted unless there is concerted action for the conservation and development of fisheries.

"We are aware of the fact that certain countries have adopted international agreements and voluntary self-denying ordinances to prevent the exhaustion of high seas fisheries which are readily accessible

to fishermen of their own country; and that if these conserved fisheries were to be subjected to uncontrolled fishing from other countries the result would be international friction and the exhaustion of the fisheries themselves.

"Accordingly, the Japanese government will, as soon as practicable after the restoration to it of full sovereignty, be prepared to enter into negotiations with other countries with a view to establishing equitable arrangements for the development and conservation of fisheries which are accessible to the nationals of Japan and such other countries.

"In the meantime, the Japanese government will, as a voluntary act implying no waiver of their international rights, prohibit their resident nationals and vessels from carrying on fishing operations in presently conserved fisheries in all waters where arrangements have

already been made, either by international or domestic act, to protect the fisheries from overharvesting; and in which fisheries Japanese nationals or vessels were not, in the year 1940, conducting operations. Among such fisheries would be the salmon, halibut, herring, sardine and tuna fisheries in the waters of the eastern Pacific Ocean and Bering Sea.

"The Japanese government will set up a commission composed of representatives of both government and industry, whose duty it shall be to see that the above-mentioned prohibition is fully observed; and duly appointed representatives of interested foreign governments will be invited to sit on the commission as observers. Any party the commission finds guilty of violation shall be subject to substantial penalty, including revocation of his fisheries license.

"I trust that the foregoing voluntary arrangements will constitute convincing evidence of the desire of the Japanese government to deal with this whole problem in an equitable manner, designed to promote goodwill and the mutual interest of all who directly or indirectly depend for their livelihood upon fishing in the high seas.

"I remain with the highest consideration,"

Most Sincerely Yours,

Shigeru Yoshida,
Prime Minister.

Feb. 7, 1951.

My dear Mr. Prime Minister.

"I am in receipt of your letter of February 7 with relation to high seas fisheries. I note with gratification the position of your government as therein set forth. It is a good omen for the future that the Japanese government should already now indicate its willingness voluntarily to take measures for the protection of conserved fisheries.

"The government of the United States, and I am confident other governments concerned, will be pre-

pared promptly after the restoration to Japan of full sovereignty by a peace treaty to enter into negotiations with a view to establishing equitable arrangements for the development and conservation of fisheries which are accessible to the nationals of our countries.

"I am confident that our government will approach these negotiations in a spirit of goodwill corresponding to that which motivates your letter to me."

Sincerely yours,

John Foster Dulles.

FROZEN PRICES and FLUID COSTS

With fish products prices and fishery plant wages frozen, will fresh fish costs remain fluid?

If fish prices are controlled, will cannery fish prices be tied to wages, as they were in World War II?

If cannery fish are not controlled, can full production be expected? Will Alaska operators, for example, be able to finance northern expeditions with selling prices frozen but fish costs free and fluid?

If cannery fish prices are controlled, will ceilings be set on fish purchases for the fresh and frozen

trade?

If such fish are ceilinged, will allocations be resorted-to, as in World War II, in an effort to curb black marketing?

Short of a general, shooting war, can fish costs, plant wages and selling prices actually be rigidly controlled?

Even if rigid controls were possible, would they be applied under present federal policy?

Can controls be enforced? If they can, will they be?

The questions above were of primary concern throughout all aspects of the Pacific Coast fishing industry from Jan. 26. At presstime for this issue none had been answered, although there was a substantial body of opinion which believed that prices of cannery fish, at least, would be frozen through reapplication of the World War II device of considering them as a form of wages, and subject to the same freeze.

Operating industry seemed certain that only through stabilizing the cost of raw fish could full production be obtained.

Canning Fish and Wages

Canners of salmon, tuna, sardines and mackerel, representing perhaps 85% of the United States canned

fish production seemed in close agreement on this point. In California the industry was on record as asking stabilization at current levels.

The Alaska salmon industry generally indicates its belief in controlled fish prices, presumably tied to wages—and well in advance of the freeze entered into commitments for wage increases running about 12½% over those of 1950. Presumably its ideas on cannery fish prices would reflect a similar increase over last year's contract prices.

Belief that cannery fish will be tied to wages in the control mechanism stems from the closeness with which those devices which proved workable in World War II are being employed in the present mobili-

zation. Cannery fishermen were classed as employees in World War II, and the Jan. 26 freeze by reference defines wages as "all forms of remuneration to employees." An order defining a cannery fisherman as an employee apparently would suffice to bring his fish under price control. Incidentally, the unions generally have been seeking "employee" status in their contracts.

Fresh and Frozen Fish Ceilings are Complicated

Whether fish sold for the fresh and frozen trade will be brought under ceilings is something else again.

Salmon are used for both canning and freezing, and some operators are equipped to pack them in both styles. This naturally creates some-

thing of a problem when you come to controls, and variations of opinion and preference have produced friction, which is always accompanied by heat.

In World War II application of ceiling prices in the halibut trade had to be accompanied by allocation of the catch among dealers—presumably on the basis of their historical purchase records. However, some of the newest dealers cut-in for valuable percentages. The slightly musty odor which developed still persists in some unventilated corners of the halibut ports.

Enforcement Task Monumental

The problem of enforcement becomes an almost insuperable one in the fresh fish trade—as was abundantly demonstrated the last time ceilings were tried on some of its branches; and there is a good deal of reason to doubt if the present defense mobilization administration is prepared to embark upon the thankless task so long as we are not engaged in an all-out war, with patriotic acceptance of crisis and the need for control.

To provide strict enforcement of rigid price controls in so varied and volatile a trade as that in fresh and frozen fish would require more men than they want for the Army, and men of a lot higher average grade of honesty and intelligence than O.P.A. assayed last time.

Industry's counsel is being sought in this mobilization more than it was in the early stages of World War II controls, and that's decidedly encouraging sign. Moreover, industry is ready and willing to be called upon in the national need.

Need of Materials Studied

Thus far the fishing industry has not been alarmed by trends in the control of materials and manpower. A new version of a "Controlled Materials Plan," to use the old term, is evidently in the make—and fisheries' needs already are getting attention. Surveys are being made on a sensible basis and the industry evidently is assured of "B" status, immediately below the requirements of direct military production.

Thirty employees of the Fish and Wildlife Service are making a materials survey to determine units requirements by consulting industry. Totals will be arrived at by projecting the data gathered.

In the matter of manpower, fisheries have been given "farm related" status in the matter of labor supply, and the Department of Labor

has pledged assistance to fisheries in meeting manpower requirements necessary to maintain full production.

Restraint Rather Than Control

Conviction is increasing in the fisheries that short of a general, shooting war federal policy will seek to *restrain* inflation, rather than to

control it; and that incentives may be set up eventually to encourage full production.

One fish man came back from Washington shortly after the wage-price freeze saying: "Wages and prices were frozen with an accompanying statement which said they *can* be thawed out if things get too hot."

CALIFORNIANS ASK STABILIZATION

All was confusion in Southern California fish packing circles in early February as most cannerymen tried to find out from the government how far was up, so far as price ceilings were concerned.

This condition ruled even after Maurice Ratray, deputy administrator, DFA, consulted with a large gathering of Southern California fish packers February 2, in the offices of the California Fish Cannery Association.

From Mr. Ratray, earnest as he was—he came all the way from Washington, D.C., to talk with the packers—little was learned as to the government's intentions as to ceilings. On that point the deputy administrator was hazy himself, and frankly said so. His agency is concerned with production, and not at all with pricing.

In practically all fish packs, tuna, sardines and mackerel, some packers

had been caught with their ceilings down; others, on some packs, were in very favorable position. None could be said to be in good shape across the board. It was the general consensus after the meeting that clarification was badly needed, and that uniform ceilings should be established.

Seeking this, and as a direct result of the meeting, the industry in Southern California drafted an immediate wire to ESA, asking two things:

- (1) Immediate establishment of an industry uniform price scale on canned tuna, sardines and mackerel.

- (2) Immediate freeze of the current price of raw fish.

Mr. Ratray did tell the industry that he did not think there would be any canned fish set-asides in 1951, unless world conditions radically changed from the present.

14th SALMON CUTTING EXAMINES 1950 PRODUCT MARCH 8 and 9

The 14th annual Salmon Cutting, when the American canned salmon industry takes a critical look and its product, and listens to objective appraisal of its character and quality, will be held at the Olympic Hotel, Seattle, March 8 and 9.

Several hundred cans, drawn at random from the 1950 pack by representatives of the can companies, will be cut in duplicate and judged critically by teams of experts from the industry.

Reports of the judges will be summarized on the second day of the two-day meeting; and the afternoon of March 8 will be devoted to discussion by Dr. William F. Thompson, director, and his staff of the Fisheries Research Institute, who will discuss some of the year's developments in their studies of the salmon in Alaska.

Dr. Carlos Campbell, general secretary of the National Cannery Association will be out from Washington, D.C., for the cutting and is expected to be able to tell the industry something of the situation in the national capital with respect to fisheries under a mobilized economy.

There will also be discussion of some technical subjects of particular interest to salmon cannerymen, involving such points as procedure and results in canning frozen salmon.

The Fish and Wildlife Service will hold open-house at the Seattle technological and biological laboratory both evenings of the cutting. Those attending the cutting are particularly invited to the laboratory in the evenings, where the technological, biological, exploratory, and market development aspects of the Service's program will be presented by specialists in the several phases.

Power on Bristol Bay

Bristol Bay, one of the richest fisheries in the world, is to pass through an industrial revolution this spring.

Power fishing boats up to 32' in length will seek the Red Salmon next season on the shallow, muddy sea from Capes Constantine to Menshikof—where for generations the fishery has been restricted to sail boats.

These sail boats with their picturesque rigs have ruled the fishery not because of industrial backwardness but because the federal authorities for many years felt that the limitation imposed by sail was an important factor in conservation. It reduced the effectiveness of the gear, and the attractiveness of the fishery.

For years the federal authorities rejected requests of some fishermen who sought to have Bristol Bay opened to power boat fishing. The Fish and Wildlife Service felt that to open the Bay to power boats would attract such a rush of these craft that the resource would be endangered if the amount of gear could not be controlled. Lacking the authority to control the number of boats fishing, the Service rejected the requests, year after year.

Official Position Reversed

In December, 1949, Oscar L. Chapman became Secretary of the Interior. A few weeks later the Fish and Wildlife Service issued its Alaska Fishery Regulations for 1950, which included a provision that, *effective in 1951*, fishing on Bristol Bay would be permitted with power boats not exceeding 32' in length. This was despite the fact that late in the fall of 1949 Service officials had declared that they would not permit power-boats fishing on Bristol Bay until and unless they had authority to control the amount of gear fished.

In the 12 months which have passed since the new regulation was announced, numerous elements of the industry have sought to have the power-boat provision revoked in the interest of conservation; or suspended until the Service acquired authority to limit the amount of gear fished.

Opponents of the relaxation of the regulations were defeated, and Dale E. Doty, assistant secretary of the

Interior, announced recently that power-boat fishing would be permitted there this season.

Reports from Washington say that "the Fish and Wildlife Service advised the Secretary of the Interior that from the point of conservation the prohibition of powered gillnet boats cannot be justified or supported."

Revolution is Unloosed

Reaffirmation of the power-boat permission released a flock of projects and preparations which had been developing quietly for months in anticipation of the new rule.

Gillnet boats which had been under construction, ostensibly for other fisheries, were revealed as destined for the Bay; orders for engines and for building new boats were placed in substantial numbers. Interest in floating freezer ships sharpened immediately.

It is known that as long ago as last fall gillnetters from other areas were making reservations for transport of their boats by tractors and trailer across the portage road from Cook Inlet to Lake Iliamna.

It is evident that a great fishery is in the throes of technological revolution. Just what will emerge in the way of fishing boat types is

as yet far from clear. There are those who think that the power boats for Bristol Bay will come annually from other areas, and will return to them to finish out the season as soon as the short Red salmon season these closes in July.

F.A.W.S. Responsibility Plain

One thing seems certain among much uncertainty: There will be a rush of boats and fishermen to the Bay. Scenting Bonanza, men are making ready all along the coast.

The Fish and Wildlife Service expects to have a serious task on its hands in undertaking to provide an adequate escapement, *as required by law*. The same law applied to Cook Inlet last year, *but was disregarded*.

The Service's control over the fishery is exercised through (1) opening and closing seasons; (2) opening and closing fishing areas; (3) regulating the size of mesh; (4) regulating the length of nets.

It is anticipated that effective control in any season will necessarily come through application of the first and fourth powers, as the second is difficult of application and doubtful as to effectiveness; and change in the mesh of nets cannot be applied on short notice.

South's Best-Ever Sardine Pack Hits 4.4 Million Cases

Southern California ended the best sardine season it had ever had on February 1, with 286,180 tons delivered by a fleet estimated at full strength of 250 seiners, gathered from all ports along the Pacific coast.

January, the final month produced 34,141 tons. October saw 122,005 tons landed; November, 71,121, and December, 58,923 tons. The total case pack was, in round figures, 4,500,000 cases, of which January produced 594,709 cases.

For the first three months the district reduced 29,715 tons of meal, and 4,172,073 gals. of sardine oil.

On January 27 a new price agreement was reached with the canners, raising the raw price until the end of the season from \$35 to \$45 per ton.

To January 29 the Southern pack was divided as follows:

	Cases
Ovals	1,562,000
Tails	2,065,793
8 oz/96	73,102
8 oz/48	130,986
½/oblong	159,694
5 oz/100	444,000
Misc.	3,736
	4,440,331

Kake Crab Canning

William S. Olson, well known Alaska canneryman, now manager of the Keku Canning Co. at Kake, says the plant's shellfish equipment has been partially set up for crab canning at Kake. About 10 boats will be used to bring crab to the cannery with 30 persons employed in the cannery during shellfish operations.

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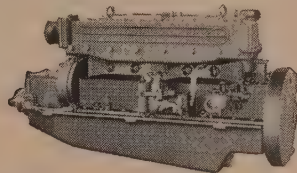
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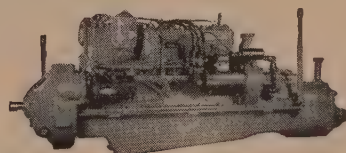
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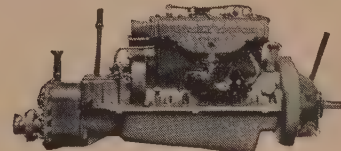
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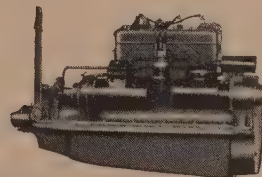
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Tuna Year Opens With Greatest January Operations in History

January, 1951, was the greatest January in the history of tuna fishing, for raw tonnage fluming in Southern California's canneries, 13,886 tons, which produced 542,700 cases. This was due to the fact that when the year started thousands of tons were in clipper holds in the harbors waiting to unload. Also, clippers that were at sea—111 of them—stayed out to fill up, instead

of coming in for the holidays as usual.

Of the gross, San Diego received 8,929 tons, and processed 330,587 cases; Los Angeles-Long Beach district unloaded 4,957 tons and packed 212,113 cases.

During January canners began releasing their fleets, after some clippers had been in port since last November. However, before the

entire fleet could get into action, AFL unions, both engineers and fishermen, halted operations January 21, each faction seeking larger percentages of the San Diego clippers' earnings.

The American Tunaboat Association and Lower California Fisheries Association, acting jointly, took the position that freeze orders by the government affected every part of the industry, therefore affected negotiations; that exact interpretations were not clear.

Associations asked the unions to continue operations, at least until clarification of the freeze order, under the labor agreement in existence, thus permitting all to earn during a period of complete uncertainty. This the unions refused to do, and attempts to settle the dispute were still proceeding well into February.

Packers in most cases were willing to let their fleets go out, some without restriction; others under the 60-day lay-in period. Although there was some talk of a raise in raw fish prices, nothing had materialized by mid-February.

Los Angeles-Long Beach were releasing all purse seiners in shape to go south for tuna. By February 15 a few had sailed and were finding fish off Nicaragua and Costa Rica. Others were substituting tuna nets for sardine gear, and getting ready to sail. A few fares of Bluefin were wrapped at Guadalupe Island, Mex.

Stiff Price Rise Won by Draggers

Eureka drag fisherman won a sharp increase in prices just at the end of January, returning to work after a two weeks strike with a schedule as follows:

Dover sole, 6½¢; English sole, 9¢; sand sole, 11¢; petrale, 11¢; red rockfish, 6¢; black cod, 6¢; flounders, 6¢; sabelfish, large, dressed, 12¢; lingcod, large, dressed, 11¢; rosefish, 6¢; rex sole, 6½¢; sandabs, 6½¢.

JOHN MacNICHOL, manager of the engine department of the Pacific Marine Supply Company, Seattle, left February 8 for active duty with the Navy, with rank of lieutenant commander. As manager of the PMS engine department he was in close contact with the many thousands of fishermen in Washington and Alaska and he has a host of friends in the industry.

Northern Sardine Season Closes on a Gloomy Note

Northern California's sardine season ended in January on a distinctly gloomy note, for few fish had been taken from local waters.

Beset again by another unexpected shortage of sardines, the northern California sardine canning industry kept going during the 1950-51 season mainly by the expensive trucking of fish from southern California; and in Monterey there was some canning of other types of fish.

A dollar turn-over of about \$12,-706,415 was tallied in Monterey during the season, only a few thousand dollars more than 1947-48, the poorest sardine season since the wartime expansion of the industry.

The turnover this season was a little more than half of last season, when sardines were plentiful early to bring hopes that the fish had returned to northern California waters in profitable quantities.

One of the brighter aspects of the picture was that San Francisco and Monterey purse seiners and crews were able to fish in southern California waters. A majority of this fleet left for the south, early in the season and most crews were able to fish profitably for San Pedro canneries or for southern delivery for Monterey and San Francisco plants.

Because of conditions which made reduction less profitable than canning, cannery payrolls have been higher proportionately than is normal. This has been of advantage to the workers in San Francisco and Monterey canneries who found work there.

Monterey's 16 canning plants processed a total of 53,110 tons of sardines, valued at approximately \$1,-

855,000 to fishermen at the going price of \$35 per ton. However, only 18,000 tons of this total were landed at Monterey, the remainder being trucked in from southern California. Some 753,153 cases were packed, worth \$3,765,765.

This cut the profit to canners and fishermen by some \$700,000 in transportation costs. In general, this loss was shared by the canners and the fishermen.

Canners again during the past year relied heavily on diversified packs to keep their plants in operation and their fishing crews as busy as possible.

This season Monterey canners packed 15,500 tons of mackerel into 325,000 cases worth \$1,462,500, a record, all-time high for Monterey. The fishermen got \$40 per ton, or \$620,000 for the catch.

During 1949 canners put up only 1,700 tons of mackerel amounting to 43,285 cases worth \$227,346.

In Monterey 1,350 tons of anchovies were caught, worth \$40,500 to the fishermen, and making 45,000 cases, worth \$191,250.

Some 1,150 tons of squid were caught in Monterey, paying the fishermen \$38,500, and packing out 44,000 cases, worth \$180,400.

Albacore landed amounted to 1,200 tons, worth \$450,000 to the fishermen, and 66,500 cases were packed, valued at \$917,000 to the canners.

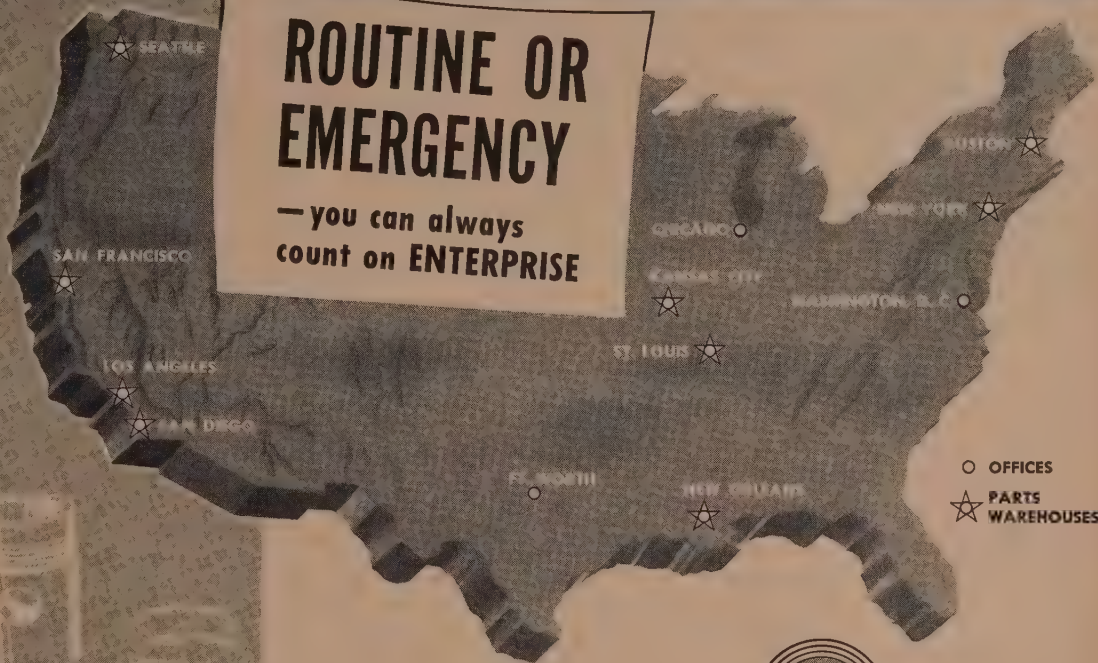
Some 1,165,000 gallons of fish oil was produced, worth about \$1,048,500, and 6,500 tons of fish meal were manufactured, worth \$1,300,000.

Processing plant payrolls were about \$2,000,000 during the season.

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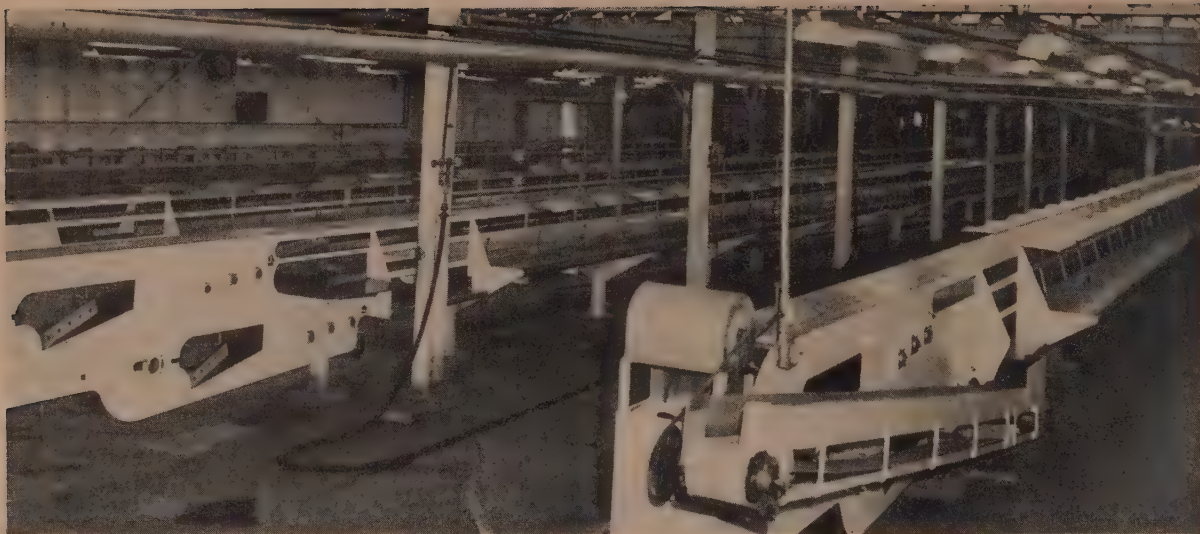
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General view of the preparation room in the modernized High Seas Tuna Packing Co. cannery. The automatic lines are seen here from the head end, where the pre-cooked fish are placed on the stainless steel belts. The inclined conveyor in the foreground delivers scrap from the cleaning lines to buggies by which the waste is removed from the plant.

MECHANIZED TUNA PACKING

High Seas' New Plant Employs Alloys and Engineering Sanitation and Science, to Perfect its Pack

High Seas Tuna Packing Company, San Diego, subsidiary of French Sardine Company, now has one of the most modern tuna-canneries in the world, capable of processing 200 tons daily in an establishment gleaming with white enamel and stainless steel; and as automatic as a tuna plant can be.

Plant executives for several years have planned a complete modernization of this cannery, which has its roots in the very beginning of modern tuna processing. Down through the years huge investments had kept it as up-to-date as possible, but, with tuna tonnage pouring into cannery flumes practically every day of the year, work stoppage, which was the only way the job could really be done, wasn't possible.

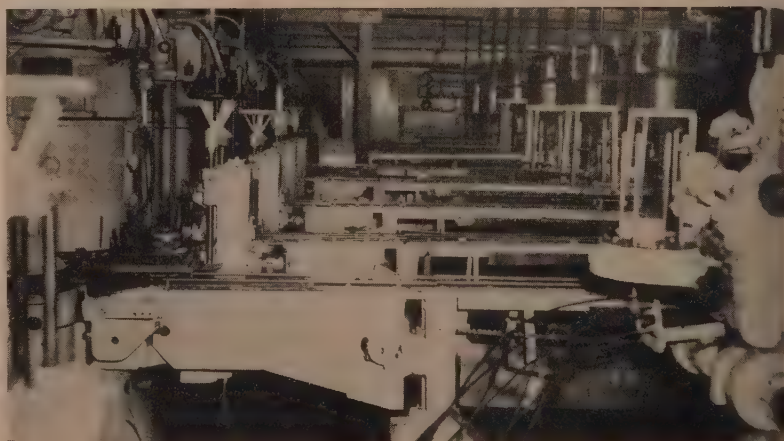
Then, in early 1950 came the opportunity. San Diego's harbor commission decided to build a mole pier out to join Shelter Island, in front of Point Loma, to divide the area into two parts, thus to separate the commercial from the pleasure fleets.

High Seas happened to be located

in what is now the pleasure boat harbor, and therefore was unable to dock its tuna clippers and albacore fleets for fluming fish. This effectively closed down the cannery

while the company built underground tunnels to the commercial harbor 600 ft. away. Then began the cannery's modernization, which took months to complete.

Head end of the packing lines, showing on the left the Continental closing machines which are equipped with a steam jet device for creating vacuum in the cans just before double seaming. On the right are the hot oil tanks, of stainless steel, which deliver salad oil to cans at temperatures from 175 to 200 degrees F.



power to spare...

... AND YOU CAN DEPEND ON IT

The sound of your Superior or Atlas engine ticking over... steadily, smoothly, confidently...

It's a reassuring sound when seas are running high... when you suddenly call on the engine room for an extra spurt of power to get out of a spot.

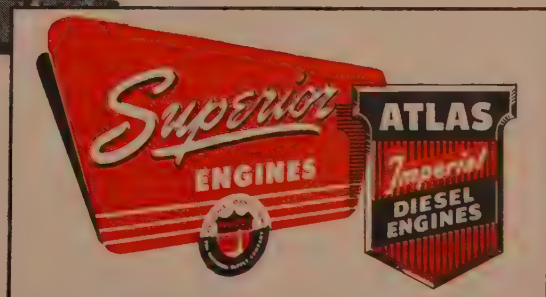
And it's a dollar-saving sound in all kinds of weather. It means low-cost operation, low fuel bills, low maintenance expenses.

Ask your neighbors about Superior and Atlas engines. Chances are they have them, like them, depend on them to get out and back safely, economically.

Ask us for data and literature describing Superior and Atlas marine engines in the horsepowers you need. Let us show you how close you always are to Superior-Atlas service, too.



THE NATIONAL SUPPLY COMPANY
ENGINE DIVISION
SPRINGFIELD, OHIO



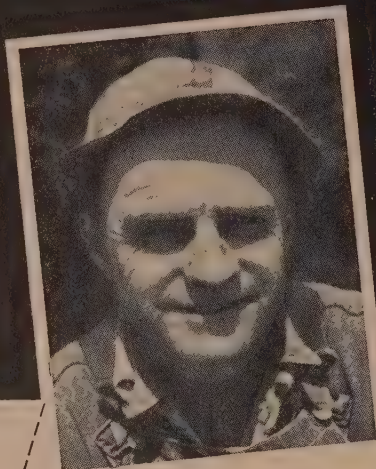
NATIONAL OIL FIELD MACHINERY AND EQUIPMENT... SPANG PIPE... SUPERIOR & ATLAS ENGINES

NYLOCK* Netting

(Specially processed 100% NYLON)

- Catches more fish
- Does not rot
- Does not collect slime

*Trade Mark



Mr. Joseph Ziobron of East Haddam, Conn., a prominent shad fisherman on the Connecticut River, is really "sold" on the performance of NYLOCK Nets. Read what he says:

"My records show that since I started using Nylock Nylon Nets my catches have been bigger than ever before. I lay this increase to the change in nets. There is no other way to account for it.

Another thing I like about these Nylock Nets is the way they resist rot and slime. They're clean to handle and stand up beautifully from one end of the season to the other. I never have to worry about strands weakening and parting."

Here is what fishermen all over the country are saying about NYLOCK Netting:

1. **Catches are bigger!** From 3 to 12 times "normal" size.
2. **Drying eliminated!** One Nylock Net does the work of three because it can be kept in continuous service.
3. **No preservatives necessary!**
4. **Stronger, lasts longer . . .** unaffected by mildew, fungus, oil, gasoline, etc.
5. **Lighter, easier to handle!** Takes less manpower and less horsepower to haul.
6. **Specially treated for sunlight resistance!**

For further information, get in touch with one of the following manufacturers who use NYLOCK Nylon exclusively for all their Nylon Fish Netting:

R. J. EDERER and subsidiaries—540 Orleans St., Chicago, Ill.—Unity and Elizabeth Sts., Philadelphia, Pa.

THE FISH NET & TWINE CO.—310-312 Bergen Ave., Jersey City, N. J.

MOODUS NET & TWINE INC.—Moodus, Connecticut

A. M. STARR NET CO.—East Hampton, Connecticut

JOSEPH F. SHEA, INC., Successor John S. Brooks, East Haddam, Connecticut

Be Sure to Specify NYLOCK When Ordering Your Nylon Netting

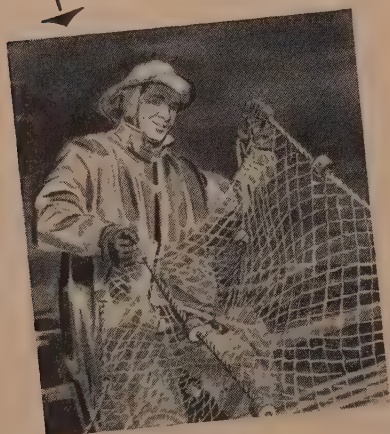
SOLE DISTRIBUTORS:

BROWNELL & COMPANY, Inc.

—also manufacturers of Nylon Maitre Cord and Hanging Twine
Moodus, Connecticut

MANUFACTURED BY:

The HEMINWAY & BARTLETT Mfg. Co.
505 Fifth Avenue, New York 18, N. Y.



(While the short supply of basic Nylon still curtails our production, NYLOCK should become increasingly available over the coming months.)

Flumes and Tunnels

First, about the fluming tunnels. There are three of these, capable of "swimming" the largest tuna through. They are built of "glass-flow" concrete interior, and are connected to two unloading docks, each equipped with flumes.

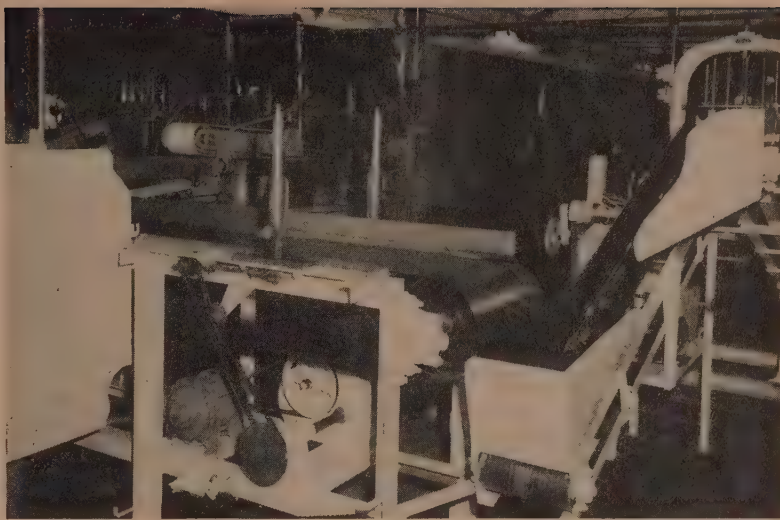
Tuna from the boats passes into the dock flume; thence to weigh-house for automatic weighing, then tripping into the tunnel. Powerful pumps keep a constant flow to carry the fish on its 600' underground trip. Fish emerges into an outside conveyor and is carried to butchering room.

The fluming water is diverted after delivering the fish to the conveyor and is passed through a revolving screen, supplied by Standard Steel Corporation. There all debris is screened out, at the rate of several tons daily, and cleaned water goes back to the harbor by a return tunnel. The revolving screen is driven by a geared-down 5 hp. motor.

In full operation, with several clippers and the smaller albacore boats unloading simultaneously, the system can handle 20 tons an hour.

Fish Are Cut Down To Basket Length

The round tuna passes into a butchering room, which is entirely apart from the main cannery. A feature is a dual circular saw, specially designed by Simonds Saw &



Arrangement at the head of the packing lines by which tuna is routed to the solid-pack or the chunks and flakes fillers. In the background is shown a Carruthers Pak-Shaper, one of four fancy-pack automatic machines. Loins destined for C & F are diverted on the transfer belt to Standard Chunk Fillers, supplied by Standard Iron Works, San Diego.

Steel Company. After being dressed, the fish pass to this machine which saws off head and tail to exact length of a 42" cooking basket.

The cannery itself is contained in one huge, well-lighted room, with the four automatic packing lines, each 160' in length. There is a fifth line, shorter in length, for hand-packing of 1/4s, 1-lb. and 4-lb. round cans.

The most striking feature of the

1/2-lb. lines is the double stainless steel belt system. The line begins—and to some extent, ends—where the whole-cooked tuna enters.

Fish Packed Automatically

Prepared loins are placed on another belt traveling in the same direction toward the four Carruthers "Pak-Shaper" automatic solid packers. Flakes suitable for packing are placed in pans and these travel in reverse direction. Scrap meat, bones, etc., are pushed through apertures in the cleaning tables to a fourth belt, also moving in reverse, to the head end of the line, where the scrap is diverted to a conveyor discharging to a buggy.

Loins are inspected before reaching the Pak-Shapers, some being diverted at this point to another stainless steel belt for transit to the chunks and flakes packers.

Emerging from the Pak-Shapers, the filled cans pass to automatic weighing machines which reject any light fills; thence under the Waynco salter, which delivers a measured amount of salt.

Another feature in use for some years at this plant has been the delivery of oil to the cans. It is heated in stainless steel overhead tanks to temperature from 175 to 200 degrees. Finally the cans pass into one of 10 Continental sealers, each equipped with a steam jet device for creating a vacuum just before sealing.

Loins destined for chunk or grated

Close-up of High Seas' whole-tuna intake on one of four 160' lines. Here are shown four stainless steel belts, handling the fish as follows: Belt No. 3, with outside extension, receives the cooked tuna, which travels to cleaners, who pull the fish onto a stationary table. Loins are placed on top belt, traveling toward the automatic packers. Tuna pieces suitable for flakes are placed in pans on the second belt. Scrap, pushed through apertures in cleaning tables onto Belt No. 4, travels in reverse direction to the beginning of line, and thence by conveyor to scrap buggy.



**ALL ROPES look ALIKE... but
THERE'S MORE THAN MEETS THE EYE...**

IN

**Wickwire
Rope**



Rope wire viewed under a microscope with 100 magnification and the correct McQuaid-Ehn grid superimposed and matched to the sample for classification.

Yes, all wire ropes *do* look alike...on the outside. But not when you go 100 times beyond the range of normal vision. That's where you find the big difference...because that's where the grain size of the steel shows up.

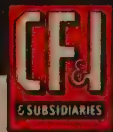
Steel used for Wickwire Rope is measured for proper grain size by the exacting McQuaid-Ehn test. Typical samples are carburized to 1750° F., cooled slowly, polished and etched; then examined under a high-powered microscope for the proper matching of a McQuaid-Ehn grid to the size of the crystals. Thus, we make sure that steel going into Wickwire Rope conforms to the definite grain size that will give longest, most satisfactory service.

Such quality control of basic prop-

erties is possible only with a company like Wickwire...where manufacture is integrated from molten metal to finished rope...where the know-how of 52 years experience goes into the making of every wire rope.

It explains, too, why Wickwire Rope always gives you uniform performance, enduring reliability and longer, more economical service on the job. For the *right* rope for your particular requirements, see your local Wickwire distributor. Wickwire Rope is available in all sizes and constructions, both regular lay and WISSCOLAY Preformed. For your free copy of "Know Your Ropes" write to: Wire Rope Sales Office, Wickwire Spencer Steel Division of C.F.&I., Palmer, Mass.

WICKWIRE ROPE



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PACIFIC COAST SUBSIDIARY—The California Wire Cloth Corporation, Oakland 6, California

pack, are diverted at right angles to the main ½-lb. lines, travel on individual stainless steel belts to a cutter from which they drop into a hopper and thence to one of three Standard chunk packers, manufactured by Standard Iron Works, San Diego.

High and Uniform Quality and Sanitation

While the semi-automatic processes have enabled the plant to pack up to 200 tons daily, plant officials point out that no labor costs have been saved; in fact, these have increased.

Fisheries in a Defense Economy to be N.F.I. Topic

Impact of Defense on Fisheries—and of Fisheries on Defense—that is the twin theme in the minds of Pacific Coast operators as they prepare for the National Fisheries Institute convention to be held in Boston April 8-11.

A large Pacific delegation is certain to be on hand, for Pacific members stand high in current councils of the N.F.I. Harald Synnæstvedt, president of the New England Fish Co., is chairman of the board of directors; and Wade Ambrose, president of Westgate-Sun Harbor Co. is secretary of the national organization.

National officers high in Congress and in direction of the defense mechanism will be in attendance to speak and to consult on the fisheries' part in the country's defense economy.

Beside the emphasis on industrial and national needs in the current situation, the convention program will devote more attention than ever before to technological and merchandising subjects. For example, there will be a "Breaded Shrimp Clinic" at which technologists will examine packages of breaded shrimp purchased in the open market, and a general inspection and cutting held. Identification will be removed from the packages prior to examination.

The By-Products and Technological Sections of the N.F.I. will hold specialized meetings, the By-products session being featured by the first meeting of the new By-products Research Council established by the By-products Division.

Packaging will come-in for more

What has been achieved is a much greater degree of uniformity in the pack, and a very high standard of food processing sanitation gained. By having the opportunity to plan each operation, step by step from vessel hold to warehouse, efficiency has been stepped up in every department.

Of course, to round out operations, other new facilities were necessary, principal among which is the brand new boiler house, now removed entirely from the plant itself, and with two 250-hp. steam producers.



Wayne M. Waller, newly appointed director of the Fish Meal, Oil and By-Products Division of the National Fisheries Institute. Mr. Waller, who has been manager of the Chicago division of Phillip R. Park, Inc., joined the Institute staff in Washington on November 1.

than usual attention, with an exhibition of fish packages from all over the country, as well as a panel of chain store and individual retailers, consumers and designers, who will discuss the principles of today's concept of frozen fish packaging.

As this is the first N.F.I. convention ever to be held in New England, the various fishery centers and organizations there are planning special features of entertainment. There will be a trawler trip to sea; sight-seeing trips to Boston's Fish Pier; an excursion to Gloucester, with a New England clam bake there; and a State of Maine shore luncheon.

R. J. Schoettler Appointed Washington Fish Director

Robert J. Schoettler was appointed director of fisheries of Washington late in January by Governor Arthur B. Langlie, who made permanent the temporary appointment under which Mr. Schoettler has occupied the office since the death of Alvin Anderson in October. Mr. Schoettler had been Mr. Anderson's assistant for some months prior to that official's death.

The new director has fished commercially, both as a purse seiner in Alaska and a gillnetter on Puget Sound. After graduation from the University of Washington in 1928, he for a time was manager of the Vance Building; and later was first manager of the Baranof Hotel, Juneau.

His naval service from 1941 to 1946 took him from the Arctic Ocean to the interior of China in particularly arduous duties, in which he won the Bronze Star and Legion of Merit. Mr. Schoettler has been a close associate of Governor Langlie throughout the latter's entire political career, and served as the governor's administrative assistant for a time before entering the department of fisheries.

Regarded by those who know him best as characterized by his courage, Mr. Schoettler offered a fisheries budget in excess of any in the past by about \$1 million; and proposed a continuing and aggressive program for development of the state's salmon resources, primarily through environment protection, propagation and biological research.

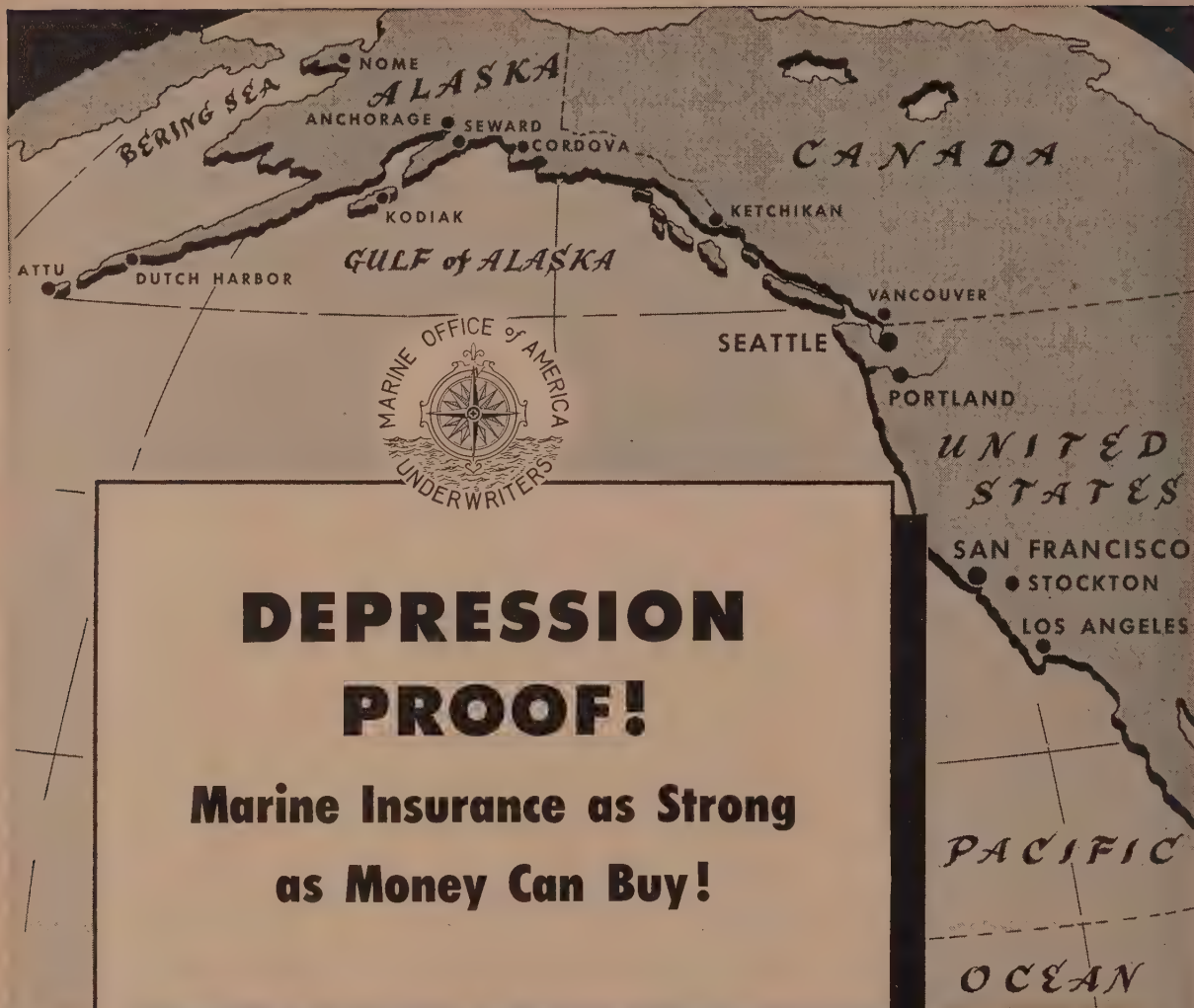
1951 Sockeye Fishing Season Opens July 2

Sockeye fishing of the Fraser River run will be opened to both Americans and Canadians, July 2, 1951, the International Pacific Salmon Fisheries Commission decided at its February meeting.

Senator Thomas Reid, chairman of the commission, said the early runs are in good condition and that some of these fish can now be harvested.

Fishing will be subject to a two-day weekly closed period except in the Fraser River area, where a three-day weekly closure is provided.

Offshore waters, which were closed entirely in 1950, are reopened for 1951, with a 48-hour weekly closure.



DEPRESSION PROOF!

**Marine Insurance as Strong
as Money Can Buy!**

In good times or bad—it's reassuring to know that your assets are soundly protected against disastrous loss.

A Marine Office of America Policy gives you that assurance—because it is backed by the security and strength of its seven outstanding Member Companies comprising one of the *largest, strongest and soundest groups of its kind in the United States.*

In addition, the *strength* of Marine Office protection is matched by the efficiency of its service. There are offices of the Marine Office throughout the United States, and claim-settling facilities throughout the world.

In the fishing industry—*sound insurance protection is vital to continuing success!* The Marine Office of America provides it!
SEE YOUR LOCAL AGENT OR BROKER!

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BOATBUILDING BOOM

British Columbia Fishing Fleet in Midst of Greatest Expansion in History of the Industry

British Columbia boatyards and engine distributors supplying units for the smaller type of fishboats are experiencing the biggest boom in their history.

From Prince Rupert and the Skeena River, down the coast to Vancouver Island ports, to Vancouver Harbor and the Fraser River, the boatbuilding industry was never busier than this season. The stimulus came suddenly, first becoming noticeable during the last two months of 1950.

Everyone seems to be getting in on the act, from the big packing companies with their fleets of diversified craft now adding to their line of gillnetters to the individual fisherman making his plans for the coming season.

The reports of the engine distributors are in marked contrast to what they were a year ago, when conditions were extremely slack.

"I've never seen anything like it before," one major distributor told PACIFIC FISHERMAN. "A year ago we averaged about eight sales to the month. During the past thirty days we've sold 130 engines. Frankly, I'd just as soon see things go a little slower. It's pretty tough trying to keep pace with demand."

Here's one of the new crop of British Columbia fishing vessels, the largest built since the war, an 80' craft owned by Nelson Bros. Fisheries and commanded by Capt. Louis Percich. *Nanceda* is powered with a 500-hp. General Motors diesel.



Really smart for a gillnetter—a 35' Fraser River craft with the cleverness of a cruiser. Owned by Johnnie Sparrow, *Westham Isle II* is powered with a 90-hp. Nordberg engine.



Fishermen Are Prosperous

Several factors are responsible for the unparalleled activity in the boatyards. They may be listed in this order of importance:

1. Return of Japanese fishermen to the industry in British Columbia in fairly large numbers for the first time since the outbreak of World War II.

2. Desire of many fishermen to make replacements now that materials and equipment are in comparatively good supply.

3. Recognition that commercial fishing, in spite of all its hazards, is a profitable business, especially when first-class boats, engines and gear are used.

4. Fear that with political conditions uncertain overseas it may be increasingly difficult to get deliveries later this year.



One of the newest British Columbia salmon-herring seiners is the *Waldero*, owned and operated by Capt. Walter Carr of Vancouver. Built last summer at the A. C. Benson Shipyards, Coal Harbor, Vancouver. *Waldero* is 75' over all, with 20' beam and depth of 9' 6". Power plant is a General Motors 500-hp. diesel. The vessel's hydraulic equipment is notable, including hydraulic power steering employing pumps, valves and other facilities manufactured by Vickers, Inc., Detroit.

Several interesting new developments have accompanied the present boom in boatbuilding. In one yard, for instance, V-bottom gillnetters of streamline design are being built. In another, mahogany is being used for planking instead of cedar. Why? Because, astonishing as it may seem, mahogany is obtainable in British Columbia today at a price substantially less than cedar!

"It's hard to believe it, but it's true," said Hans Ulstein, superintendent of Sterling Shipyards, the Canadian Fishing Co. subsidiary, which is one of the most active yards in the Greater Vancouver area. "British Columbia wood is actually more expensive than the imported hardwood. We're using mahogany not so much because of its superiority for the job but because it's cheaper."

Seiners and Gillnetters

The larger British Columbia fish packing companies which operate their own fleets and also supply a

considerable number of boats to individual fishermen, have contracted for the building of nearly 100 vessels, mostly gillnetters, but B.C. Packers has called for tenders on four 65' seiners. Canadian Fishing Co. and Nelson Bros. Fisheries have been the other two important factors among the larger organizations.

Engines by the Carload

Twenty vessels representing an investment of some \$130,000 will be built at Sterling Shipyards on an assembly line basis, the last launching to take place by June 1. To Canadian Fishing Co. account this yard has also laid the keel of a 65' seiner, but it will be of conventional construction—without mahogany. All the Sterling gillnetters will be powered by Nordberg 83 hp. engines.

Some 60 Nordberg engines for the British Columbia gillnet fleet have been ordered or delivered. Chrysler engines, sold in Vancouver by National Supply Co., have been in continuing favor, and more than 100 orders have been placed recently.

Six carloads of them were recently delivered to Vancouver for installation, mostly in the fishing fleet.

Toronto-manufactured Kermath engines have also been going into several gillnetters in the Vancouver area, about 20 or more being recently installed.

The Canadian Fisheries Department states that 420 individual fishing licenses have been issued to Japanese for 1950-51, compared with 119 a year ago. This is still a long way from the 2000-odd licenses that were held by Japanese before the war, but it indicates a sharp increase, even though there is general doubt the Japanese will ever become as dominant a factor in British Columbia fisheries as they were before 1941.

One of the most active yards is Matsumoto & Sons at Deep Cove across Burrard Inlet from Vancouver. This yard has just launched two 34' gillnetters and has orders for 24, of which 10 are 34' and 10 are 24-footers. Most of the engines being installed are Chrysler Crown 110 hp. units with 2-1 reduction gear, with some Kermath 100 hp. Prince motors. Four of the boats will be of V-bottom type.

R. H. Fiedler Shifts From Korea to Rome

Reginald H. Fiedler, former chief of the Commercial Fisheries Branch of the Fish and Wildlife Service; and for a time Army chief of fisheries at SCAP, was in Seattle for a short time in February just before leaving for an assignment in Rome with the Food and Agriculture Organization of the United Nations.

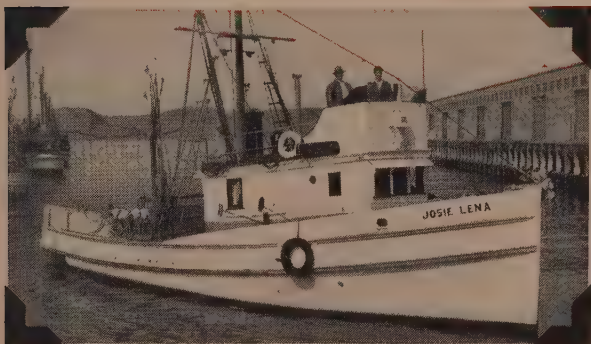
Mr. Fiedler left the F.A.W.S. and joined the E.C.A. in Europe late in 1948. He was transferred by E.C.A. from Paris to Korea last June, arriving just three weeks ahead of being evacuated to Japan. He was sent then to Java to make a survey of the Indonesian fisheries; then returned to Korea, whence he was evacuated a second time early in December. After spending a few days in Japan, he moved to Washington, switched from E.C.A. to F.A.O., and visited Seattle briefly before embarking for Rome, where F.A.O. is to make its headquarters.

Consolidated Fisheries, Inc., San Francisco, has a crab picking operation at Bodega Bay, under the direction of Ole Peterson. Not many local crabs are coming in but the supply is coming mainly from Eureka.

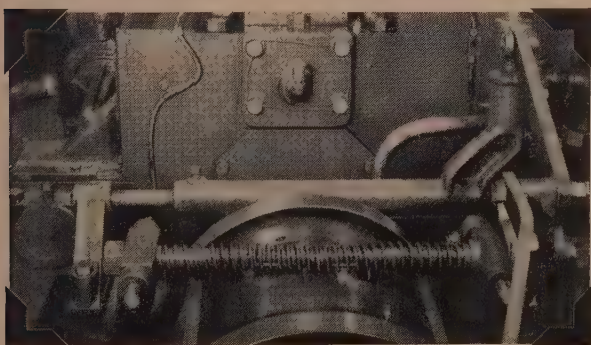
STANDARD ENGINEER'S REPORT

LUBRICANT	DATA RPM Gear Lubricant (Comp.)
UNIT	Fishing boat "Josie Lena" - '52 60 H.P. Atlas Diesel engine
PART	Reverse gear - self-lubricated
CONDITIONS	Fish high seas - Albacore + shark off California + Mexico Coasts
OWNER	Joseph Piazza - San Francisco

No transmission gear expense in 10 years of work!



IN FOUL AND FAIR WEATHER, the Josie Lena has fished in the Pacific for 10 years. She makes regular trips around the windy Santa Barbara Islands and in the path of tropical storms down the Mexico coast.

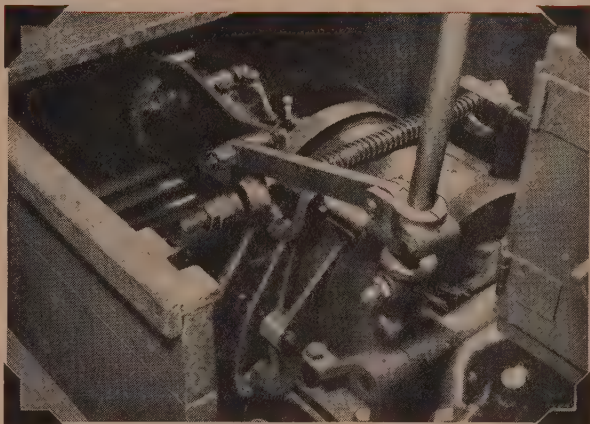


"OUR GEAR UNIT HAS GIVEN US NO TROUBLE," says Mr. Piazza, owner. "After 7 years of use we opened it up to check the cooling system. The gears were in perfect condition, so we put them all back in."

STANDARD TECHNICAL SERVICE checked this product performance. If you have a lubrication or fuel problem your Standard Fuel and Lubricant Engineer or Representative will give you expert help; or write Standard of California, 225 Bush Street, San Francisco 20.

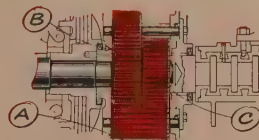


TRADEMARK "RPM"
REG. U. S. PAT. OFF.



LUBRICATED WITH RPM GEAR LUBRICANT (COMPOUNDED), not one gear in her transmission has ever been replaced and all were in "perfect" condition when recently inspected. Lubricant is drained and replaced only yearly . . . about one quart a month added.

How to Cut Upkeep Costs on Self-Lubricated Marine Transmissions



Compounded RPM Gear Lubricant in marine transmissions will prevent excessive wear and loss of lubricant from leakage. It comes in viscosity grades to meet all conditions.

- A. Contains foam inhibitor — prevents retention of air whipped into lubricant by gears and building up of pressure.
- B. Oiliness compound helps provide tough lubricating film — withstands shock and overloads and prevents wear.
- C. High resistance to oxidation prevents deposits; assures lubrication in extreme temperatures.

STANDARD OIL COMPANY OF CALIFORNIA

NEWEST TOWBOAT

"One of the Best We've Built"

POWERED BY...

FAIRBANKS-MORSE
Opposed-Piston Marine Engines

For many reasons Pure Oil's new towboat, the *R. H. McElroy*, is pointed to with pride by the Sturgeon Bay Shipbuilding and Drydock Company. A twin-screw 118-footer, this vessel is a fine example of the latest marine design—including her two 1600 hp. Opposed-Piston Engines. The basic and far-reaching advantages of the Opposed-Piston design—more power per foot of engine room space, 40% fewer moving parts, easier maintenance and proved marine dependability—these are features that promise great performance for the *R. H. McElroy*. Fairbanks, Morse & Co., Chicago 5, Illinois.



FAIRBANKS-MORSE,

a name worth remembering

DIESEL LOCOMOTIVES AND ENGINES •
ELECTRICAL MACHINERY • PUMPS • SCALES
HOME WATER SERVICE EQUIPMENT •
RAIL CARS • FARM MACHINERY



Halibut Fleet Demands Peace-Preserving Fishery Clause in Treaty with Japan

The Pacific halibut fleet, speaking through its advisory board, late in January called upon the International Fisheries Commission to use its influence with the governments of the United States and Canada "to secure approval of a fisheries agreement with Japan, to be included in the peace treaty, whereby Canadian and American fishermen will not fish in the Western Pacific and Japanese fishermen will not fish in the Eastern Pacific.

Thus that high-seas fishery which has been longest under international treaty control—and which has thrived mightily thereunder—stands and demands treaty action which would extend such a peace-preserving international understanding across the entire North Pacific.

Treaty Revision Favored

The fleet advisory board told the commission that it favored a new treaty "giving authority to the commission to prohibit or control the

time of departure of vessels"; but was "opposed to any treaty without this authority."

This would appear to place the fleet in opposition to the official Canadian stand that the treaty must not permit the commission to require staggered departure of vessels; and must provide that fishing open to all at the same time.

It is understood that a treaty draft which would permit the commission to control the rate, as well as the time and place and manner of fishing, has been hung-up in Ottawa on this point for many months.

Lacking any change in treaty powers before the spring of 1952, the fleet advisory board recommended opening of the 1952 season on April 15. It favored May 1 for the opening this year.

Two Extension Proposals Under Present Treaty

Thinking of the commission as to means by which it might accom-

plish its obvious objective of extending the fishing operations to populations not now utilized—within the legal framework of the present treaty—was indicated by two propositions on which it asked the industry's opinion.

These hypothetical proposals were:

1. Staggering of the opening dates of the halibut season rather widely from year to year, the opening varying perhaps by as much as several months in different years.

(Reaction of the fleet generally was unfavorable; as this would result in loss of albacore and salmon fishing in some seasons. Dealer opinion also was adverse, as it was felt that wide swings in the season's timing would disrupt the market.)

2. Subdivision of Area 2 into five or more sub-areas, some of which would not be opened until late in the summer, at the time when it is believed they are populated by stocks not now fished.

(Fleet reaction was rather un-

Halibut industry advisory board, 1951, meeting with the International Fisheries Commission. Front row, left to right: O. Waage and H. Hansen, U.F.F.U., Vancouver; B. Roald, Canadian Halibut V.O.A., Prince Rupert; George Anderson, D.S.F.F.U., Prince Rupert; Haakon Selvar, Fishing Vessel Owners Association, Seattle.

Second row: Thor Henriksen, Ketchikan V.O.A.; Sig Klabo, D.S.F.U., Petersburg; Fred Haltiner, Petersburg V.O.A.; H. Grotle, Deep Sea Fishermen's Union, Seattle; H. E. Lokken, F.V.O.A., Seattle.

Third row: John Lowe, Juneau V.O.A.; D. W. Souter and R. M. Winslow, B.C. Packers, Ltd.; Dr. J. L. Hart and Dr. W. E. Ricker, Fisheries Research Board of Canada, Nanaimo.

Fourth row: Fred Soberg, Alaska troller; Charles D. Alhadeff, Seattle Fish Exchange; James L. Lee and H. Thom, Atlin Fisheries; G. B. McKay, Canadian Fishing Co.

Fifth row: H. Pedersen, D.S.F.U., Ketchikan; Olaf Larsen, Juneau V.O.A.; A. C. Christiansen, B.C. F.V.O.A.; L. P. Larsen, E. Abrahamson, and Olaf J. Schei, D.S.F.U., Seattle.

Standing along wall, left to right: Milton James, commissioner; Edward W. Allen, chairman; George Clark and George W. Nickerson, Canadian commissioners.





Six Years of Solid Service

Benny Pignati is typical of many skippers along the San Francisco waterfront who rely on Mobil fuels and lubricants to power and protect their boat's engines. Benny's "Admiral King" is a class III purse seiner, 65 feet long, powered by a 220 h.p. Cummins Diesel. Its main activity is shark fishing from Portland to Mexico with a little sardine hauled in now and then.

According to Benny, he switched to Mobil products 6 years ago because of the better products and service promised by Ed Cota, San Francisco marine agent, and because of the outstanding reputation of these products in the marine field.

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favorable because it was felt that these late-opening sub-areas were rather small and that concentration of the fleet on them would result in a chaotic condition. Some opinion is held, however, that counter attraction of the albacore and salmon fisheries would reduce such congestion; and that the late halibut fishing would offer a stop-loss opportunity when albacore or salmon fishing was poor.)

Advisory Procedure Revised

The 1951 advisory session with the halibut commission created something of a precedent in that it was the first to be attended by general representation of the marketing and distributing aspects of the halibut industry. Hitherto the commission at these sessions has received recommendations only from the advisory board, composed of representatives of the vessel owners and fishermen at the several primary halibut ports.

The 1951 meeting was attended by a number of representatives of the distributional aspects of the business. The commission took note of this fact and adopted a procedure policy which was announced by Edward W. Allen, chairman. The points were:

1. The morning session, which would be devoted to a staff report on progress of investigations and general discussion of the problems and conditions of the fishery, was open to representatives of any groups with bona fide interest in the halibut.

2. The afternoon session had been arranged to meet with the conference board representatives of the fleet; and would be limited to that board.

3. Representatives of other interested groups could arrange similar conferences with the commission.

R. H. DeCou Dies

Richard H. DeCou, who had been a crab cannery superintendent in the Grays Harbor and Ketchikan districts for a number of years, died suddenly at the first of February. He had left the canning business a few months before and entered the wholesale furniture business with his father in Seattle. Death came suddenly while he was on a business trip to Boise.

Mr. DeCou for a number of years was superintendent of the Crown Packers' cannery at Hoquiam, Wash., and about a year ago set-up the Pacific Pearl of Alaska cannery

at Ketchikan. He served as manager and superintendent of the Ketchikan operation until the late fall of 1950.

Fisheries Technologists To Meet in B.C.

Pacific Fisheries Technologists representative of the Pacific coast of North America are meeting March 16 and 17 at the University of British Columbia, Vancouver, B.C. with Dr. Neal M. Carter, Pacific Fisheries Experimental Station, Vancouver, presiding. Discussions will be focussed at the following topics: technical information services; freezing fish at sea; canning; meal processing; oil; animal and hatchery feeds. Technologists interested in attending the meetings should write to Dr. L. A. Swain, 898 Richards Street, Vancouver, B.C. for details.

Dr. Chapman Father For Sixth Time

Dr. W. M. Chapman, special assistant to the Undersecretary of State, became a father for the sixth time while visiting his home in Seattle over the holidays. A baby daughter was born to Mrs. Chapman shortly before Christmas.

INTERNATIONAL PROBLEMS of the West Coast Fishing Industry

By MONTGOMERY PHISTER,
Van Camp Sea Food Co.

An address delivered by Mr. Phister at a symposium on international aspects of the fisheries at the dedication of the Fisheries Center of the University of Washington. The author is secretary of the Pacific Fisheries Conference.

In approaching a study of the relationship of international problems as they pertain to the fishing industry in Washington, Oregon and California, one must guard against oversimplification of the subject. For the conclusion of any one person, however carefully arrived at, are all too apt to be the concept of an elephant by one of the blind men in the parable. Personally, I have found the sea, its industries, and the men engaged in them, to be volatile and unpredictable.

Even before I learned to read—or to wear shoes, for that matter—I lived on the very brink of the Pacific. And there I learned to know the marginal sea . . . to feel its moods . . . to fear its anger . . . and to appreciate the limits of the absolute power of man and his governments. For man can be described as all-powerful only so long as he is out of reach of the sea. When he begins to encroach, although ever so little, he meets a force which he cannot wholly control. And his partial successes in doing so, the seawalls and breakwaters he constructs to bend and direct its strength, as often as not produce strange or undesirable results.

His alterations are re-altered by the sea's superior force, and whole harbor entrances and shorelines, as well as his puny plans, are wont to go awry. To my knowledge this problem of controlling the sea and its industries has never been expressed as an equation, but I can think of a formula on which it might be based. For it is acceptably accurate, I think, to state that *man's moves beyond the tide-swept beach become less potent in mathematical*

proportion to the distance he leaves dry land behind. Under such circumstances, wherein man's muscle and brute strength are so small and little availing, how do we extend and preserve his law, his philosophy of right and wrong? Quite apparently the problem is extremely complicated.

In making an effort to solve that problem, therefore, it is essential to simplify it as much as possible; to study one facet at a time without ignoring the existence of other facets. With this in mind, I recommend dividing our West Coast Fisheries into three general classifications or groups. Such a division would include:

First: Those fisheries which we consider to be domestic. The American rivers and close-coastal waters from which we obtain salmon, sardines and so-called "bottom fish."

Montgomery Phister, secretary of Van Camp Sea Food Co., and of the Pacific Fisheries Conference.



Second: Those fisheries which we consider to be domestic, but which, actually, are in the national waters of more than one country. An example in this classification, of course, would be the Fraser River Fisheries.

Third: Those fisheries on the high seas which are almost always completely beyond the territorial claim of any nation.

East Coast, Gulf Coast and Great Lakes Fisheries can be placed in somewhat these same classifications, although they do not have any major international rivers and many of their high-seas fisheries are fished by nationals of numerous other countries.

In our breakdown of West Coast Fisheries, the first two groups obviously require a measure of control which will effectively conserve them for future generations. The third classification, the high-seas fisheries, may or may not require control to accomplish conservation, but it does necessitate a definition of the rights of American citizens and, once defined, the continued assertion of those rights by our Government. Our whole operation, if you'll permit my being a bit nautical, must trim its sails to fit the wind of policy blown by our State Department. And that particular wind in personal and commercial matters, as well as in military and foreign-policy affairs, within recent years has been a rather weak breeze characterized by unpredictable gusts. It has led to these questions that most frequently harass our international lawyers:

First: What right does the United States—or any nation—have to control domestic fisheries?

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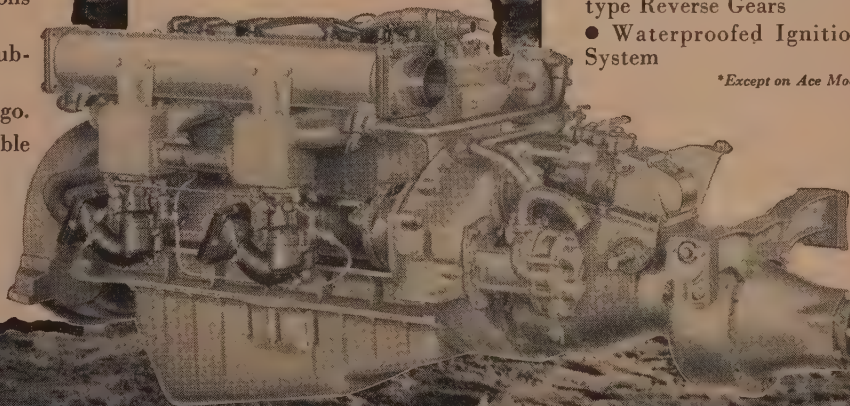
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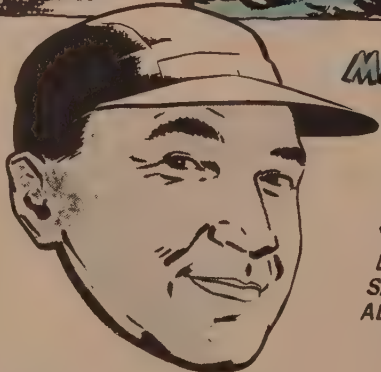
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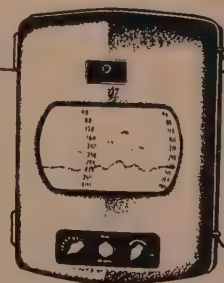


MAGNUS MARTENS OF PETERSBURG, ALASKA

HAS JUST COMPLETED THE FIRST SEASON IN HIS NEW ALASKA LIMIT COMBINATION SEINER AND HALIBUT FISHERMAN, THE "PAMELA RAE". THE 400 FATHOM BENDIX DEPTH RECORDER, INSTALLED ON THE VESSEL LAST SPRING WHEN SHE WAS BUILT, HAS PROVEN HIGHLY SUCCESSFUL DURING THE HALIBUT SEASON. MR. MARTENS SAYS —

"I JUST THOUGHT YOU WOULD LIKE TO KNOW THAT THE INSTRUMENT DID EVERYTHING I EXPECTED OF IT, AND THAT I AM COMPLETELY SATISFIED WITH ITS PERFORMANCE IN EVERY WAY. I COULD ALWAYS DEPEND ON IT WHEN I NEEDED IT — AND THAT'S WHAT COUNTS"

WHETHER YOU TRAWL, SEINE, DRAG OR USE A LINE —
YOU WILL CATCH MORE FISH AND MAKE MORE MONEY
IF YOU, TOO, DEPEND ON THE BENDIX! THERE IS A MODEL IDEALLY SUITED
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Second: Can the United States—or any nation—exclude nationals of every other country from its domestic fisheries for any reason?

Third: Does the United States—or any other nation—have any power over a domestic fishery which extends beyond the waters usually considered its domestic waters?

Fourth: Has a citizen of the United States any right to enter the domestic waters of any other nation for the purpose of fishing, for peaceful passage, or for port privileges?

Fifth: Outline for us, specifically, the rights of an American citizen when he is in international waters on a vessel of United States registry.

Sixth: Has an American fisherman any superior right in a fishery of the high seas when he was the sole discoverer and for many years the sole exploiter of that fishery?

And these never adequately nor satisfactorily answered questions pose still another problem which, in turn, spawns more queries. Should we attempt to control our high seas, international and domestic fisheries through the negotiations of bi-partite treaties? Or should we seek an approach toward control through the United Nations? The whole future of our American fishing industry would be considered in a different light depending upon which choice we made.

For example, what sort of a bi-partite treaty can be made with Japan . . . Canada . . . Mexico . . . France . . . and other foreign countries?

Can we keep Japanese fishermen away from our coasts? Can we divide our ocean fish with them? As far as Canada is concerned, a possible solution would be negotiated allocation of the fishing effort between fishermen of both countries, but what about Mexico and our

rights in their domestic fisheries and their territorial jurisdiction over us? These are what you might call touchy subjects but no less *touchy*, perhaps, than are similar problems that would be involved in negotiating treaties with some European countries. How could we devise a satisfactory division of fishing on the Grand Banks? And how could we establish our right to enter other high seas fisheries considered so possessively by some nations?

On the other hand, how would United Nations control be implemented? Would there be only one high seas fishery? Would our fisheries then be too thoroughly managed? And, inevitably, if not finally, this question must be asked and answered: What about Russia?

But aside from these questions of international harmony, fishermen everywhere wonder and would ask which method, United Nations control or treaty control, would best meet the challenge of new mechanical and other developments, such as (1) mother and factory ships; (2) the increasing intensity of the fishing effort by all lands; and, (3) new and very effective fishing methods exclusively and secretly developed by one group. And how would we—we fishermen throughout the world—police ourselves?

As human beings, our control of all men who may wish to be on the sea is as strong, and no stronger, than the power we exercise to achieve that end. We demonstrated this when we were able to confine great armies of Japanese troops to small islands, where they stayed for months and rarely dared even venture into the surf to fish or swim. They had no "territorial" control for three miles, or even three feet. Would it be practical or logical to develop such strength for such a purpose—controlling fishermen.

Where, even, is the logical basis for anyone asserting jurisdiction over a margin of the sea? A margin of three miles, twenty miles or two hundred miles. If there is a control, it comes from the sea, not the marginal shore. The littoral states control must be asserted from vessels on the sea, not from the shore. Imagine a fish and game patrol enforcing laws without a patrol vessel, simply from the shore. We fishermen in California would be happy to have our own fish and game enforcement division try it.

Perhaps logic isn't the answer. Perhaps we should be illogical and unreasonable, assert control in ourselves and deny it to others so "that our own interests may be served for better or for worse. Like Stalin and Peter the Great before him, we could send logicians home and declare: "It is our will." Lesser men, in the dim future, would seek and find support for what we did.

Ralph Hall to Manage Petersburg Cold Storage

Ralph Hall, who has been active in the Alaska fisheries as buyer, halibut fisherman and troller since 1912, is the new manager of the Petersburg Cold Storage Co.

He succeeds Jacob Otness, who has managed the operation for the past 12 years, but who resigned the position last fall on account of illness. Mr. Otness has spent the winter in Tacoma, undergoing medical treatment.

Mr. Hall is well known to Southeast Alaska fishermen generally, having bought fish in Petersburg, Wrangell and Ketchikan. He fished halibut for 12 years; and for the past four years has fished the troller *Umatilla*, one of the best known and most productive vessels in the salmon fleet.

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SALMON CROQUETTES

A Pre-Fried Product of Nelson Bros., Based on Chum Salmon and Rice

Salmon-and-rice croquettes are a new fish product that has found ready consumer acceptance in Western Canada, where it was launched on the market last fall by Nelson Bros. Fisheries, Ltd., of Vancouver, B.C. The croquettes are packed in 10-oz. No. 1 eastern oyster cans and merchandised under the "Three Minute" brand.

Each can contains six individual croquettes, pre-cooked, made from salmon, rice, corn or potato flour and seasoning. Convenient to the housewife, the croquettes require, as the brand name implies, only three minutes of heating before they are ready to serve.

Apart from adding another tasty dish to the wide range of fish products finding their way to the consumer's table in Canada, Nelson Bros.' salmon croquettes have created a new outlet for Chum sal-



Salmon and rice croquettes being cooked in the fish cake frier at Nelson Bros.' St. Mungo cannery on the Fraser River near Vancouver, B.C. Temperature of the frying oil and time of frying are precisely controlled.

Three new products of Nelson Bros. Fisheries, Ltd. The can of "Three Minute" Salmon-and-Rice Croquettes stands on tins of Fish Balls and Fish Cakes, products which led indirectly to development of the new ready-to-eat salmon specialty. Fish balls are packed in bouillon, while fish cakes are the same basic material, pre-fried, and packed in light brown gravy.



mon, a grade not always as readily marketable in the canned form as other varieties.

Fish and Equipment Utilization Are Factors

Two or three factors entered into the decision of Nelson Bros. to experiment with and later to produce these salmon croquettes commercially. A year or so ago the company embarked on the production of Norwegian-style codfish balls and codfish cakes—a venture that resulted in the installation of some special machinery based on a Norwegian patent. Last year the management decided that it would be good policy to find a way of making fuller use of this machinery, installed at the company's St. Mungo cannery on the Fraser River, and practically idle when fish balls were not on the production line.

Representatives of the company and the Pacific Fisheries Experimental Station, operated by the Canadian government in Vancouver, carried out a series of tests to determine whether the existing apparatus could be satisfactorily used in the processing of a type of salmon

cake or croquette. These tests were gratifying in that they developed a process that could readily be applied to salmon mixed with flour and rice. The tests were conducted by John Harrison and Stuart Roach of the Experimental Station and Jack Elsey of Nelson Brothers.

St. Mungo cannery produced about 12,000 cases of this new product, 24 cans to the case, during the season of 1950 and plans to pack a considerably larger volume next season. Most of the pack was marketed in Western Canada, but it is probable that sales will be extended into Eastern Canada as production mounts. Production did not get under way in 1950 until well on in the season.

The Croquette Process

Chum salmon for the croquette process are first dressed, split in half, and placed on a conveyor belt flat side down. A "pounding machine" effects removal of bone and skin by mechanical means, the eliminated material dropping to another conveyor which delivers it to a bin for meal manufacture or some other use.

The salmon flesh is fed into mixers where it is combined with rice pre-

viously boiled in steam jacketed kettles and mixed with spices and corn flour to give the required consistency.

This mixture is then conveyed to the frying machine which operates a good deal according to the general principle of a doughnut-maker. Using a perforated plate, with holes the size of the croquette and the material applied under pressure, the croquettes are automatically turned

out uniformly as to proportions.

The shaped croquettes are delivered to the heated edible oil of the frying medium, through which they are moved mechanically, and from which they emerge "browned to a turn." Frying temperature and time are precisely controlled.

The browned croquettes are placed in the cans by a crew of girls. After vacuum seaming, the cans receive a process cook of 90 minutes.

Tuna Body Budgets \$340,000

Adoption of an initial budget totalling \$340,000 for 1951-52 was the principal business transacted by the Inter-American Tuna Commission at its second regular meeting, held in San Jose, Costa Rica, at the end of January.

The meeting was the first for Gordon Sloan, Astoria, Ore., attorney, who was appointed the fourth member of the American commission. He joined Eugene D. Bennett of San Francisco, Lee F. Payne of Los Angeles and Milton James of the U.S. Fish and Wildlife Service.

The meeting likewise was the first official session for M. B. Schaefer,

who was recently appointed director of investigations for the enterprise.

Although only the United States and Costa Rica currently are participating in the tuna research project, a number of other nations of Latin America were represented at the meeting on an observation basis by official delegates.

The commission meeting resulted in decision to proceed forthwith toward active research, with a laboratory at Punta Arenas, Costa Rica, and the investigation's main headquarters for the time being at least in the Scripps Institution of Oceanography at La Jolla, Calif.

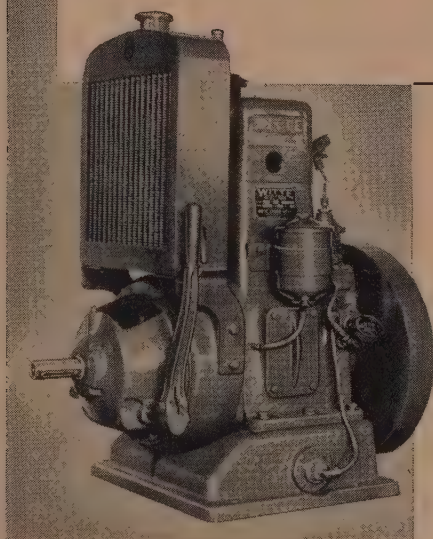
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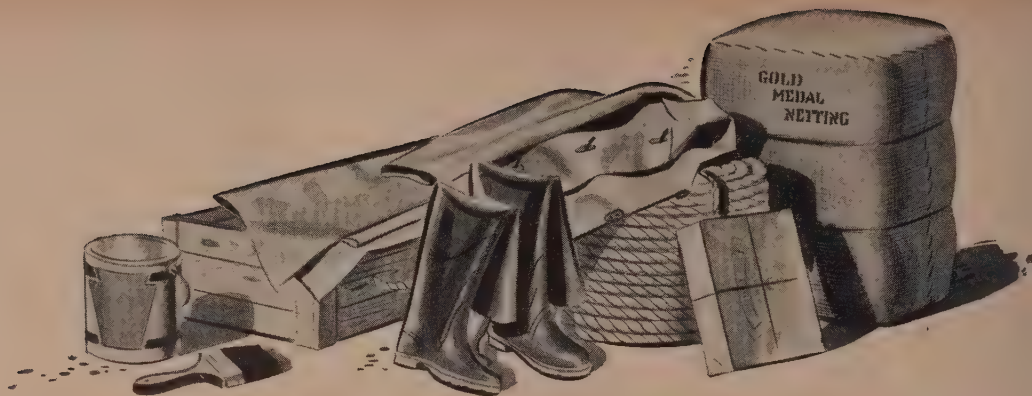


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FOOD FISH MARKETING

*News and Views of National
Trade in Fish and Shellfish*

Salmon Buying in February Develops Surprising Vigor

Seemingly in anticipation of the fact that primary market salmon sellers would be in Chicago at the conventions, or scattered widely over the country on sales trips through most of February, the buyers got good and busy early in the month and plunked down a lot of orders for Chums—about the only item left for sale.

Seattle sellers reported an exceptional swell of business just before the Jan. 26 freeze announcement, and immediately thereafter. This seemed to coincide with realization that there would be no immediate roll-back of any sort.

Albacore Price Rises

Pacific Northwest traders reported a definite firming in the market for Albacore following the recall of the "count and recount" deals offered a few months back. These C&R propositions resulted in some sellers who did not care to join in the somewhat complicated procedure in putting their prices at \$15 forthwith.

Offers did not stay there long,

and the reaction quickly carried prices to \$16, and at presstime to \$16.50, only four-bits below the level from which the easing started.

Pacific canned crabmeat kept closely cleaned-up at \$28 per case during the early part of the year, extremely short production in the canning areas preventing any downward drift, as some operators had predicted early in the winter.

Market Not Disturbed By Price "Freeze"

The general ceiling price regulation effective Jan. 26 caused little if any disturbance in the primary salmon market. One broker comments on this fact as follows:

"This was due to the fact that the salmon market had congealed into a fairly general price pattern before the freeze order was issued. While there were a few instances of variation in price as between sellers—due almost entirely to difference in quality of the lots available—the order did not catch the market in a confused price situation."

February Buying Cuts Deep Into Stocks of Canned Tuna

Southern California's canned-tuna carryover from 1950 was fast being dissipated as February advanced and for several reasons there wasn't very much new fish in prospect. Sales in January had been excellent practically everywhere in the country. Little more than 30% of the clipper fleet was at sea on February 1. A prolonged dispute between the boat owners and unions, was keeping the clippers in San Diego, with around 120 of them tied to docks.

January saw 542,700 cases packed in Southern California, from 14,000 tons of raw fish. On February 1, there were about 75 clippers at sea, representing, at tops for each individual clipper, around 15,000 tons, or 600,000 cases.

Because of the union dispute no

clippers were sailing in early February, although Los Angeles harbor's purse seine fleet was being readied. By the end of March, provided the strike at San Diego did not drag on for weeks, the industry should have that 600,000 cases in hand. However, the purse seine fleet, even though a few vessels were beginning to produce in mid-February, could not be expected to add more than a few hundred tons. Possibly 1,000 tons might be anticipated from imports of raw tuna, particularly from Peru, which sent in 700 tons in January, mostly Yellowfin. It began to look as if canned tuna might be a scarce item on grocers' shelves before the Southern California tuna fleets could complete the year's first cycle of trips.



B. Lou Thraillkill, Seattle canned fish broker, who this spring established the Salmon and Tuna Sales Co. as a primary market brokerage house for canned sea foods.

Mexican Shrimp Import Volume Drops Sharply

Mexican Pacific shrimp imports through California and Arizona fell sharply as February advanced. Quotations, with 68¢ per lb. for "under 15" count, were frozen as the highest prices sold between December 19 to January 25. Other counts were fixed at: 16-20, 65¢; 21-25, 60¢; 26-30, 55¢; 31-42, 50¢; 43-65, 45¢.

In mid-February about the only productive location was the Mazatlan area, and most of the fleets had been shifted to there. The big freezer *El Guaymense*, operated by Pesquera E Industrializadora de Guaymas, S. A. and delivering to Fortuna Foods Inc., had been transferred there from Guaymas.

The Guaymas area, as well as the far northern banks of the Gulf of California, were yielding poorly. Topolobampo and surrounding bays were fairly good, but not up to last February's production. Marine Products Company, San Diego was receiving all the production from Pesquera de Topolobampo.

A new plant for freezing shrimp was in production at Escuinapa, Sin., with eight-ton daily production. Parrott & Co. was receiving the shrimp from this plant, located near Mazatlan, for its "Coral" brand.



John S. McGowan, promoted to sales promotion manager of the Columbia River Packers Assn., Inc.

John McGowan Heads C.R.P.A. Sales Promotion

John S. McGowan has been named to the newly created position of sales promotion manager for the Columbia River Packers Association, Inc., of Astoria, according to announcement by Fred Sandoz, sales manager.

With national advertising, by regions, on the increase, Mr. McGowan will have charge of all sales promotion and advertising programs on the company's line of Bumble Bee seafoods.

A grandson of one of the pioneer Columbia River salmon packers, Mr. McGowan grew up in Columbia River salmon fishing and following his graduation from the University of Oregon was manager of P. J. McGowan and Sons salmon cannery

in Ilwaco, Washington. Following several years of war-time duty in the navy, he joined the sales department of the Columbia River Packers Association Inc. in 1946.

Federal Salmon Purchase Contracts Announced

Early February release of salmon purchase contracts awarded by Federal procurement authorities included transactions with the following, in amounts given: Anderson & Miskin, Inc., Seattle, \$11,710.98; C. F. Buelow Co., Inc., Seattle, \$30,441.70; McGovern & McGovern, Seattle, \$25,068.17; New England Fish Co., Seattle, \$82,296.50; Oceanic Sales Co., Seattle, \$59,000; San Juan Fishing & Packing Co., Seattle, \$115,385.11; Washington Fish & Oyster Co., Seattle, \$262,401.75; Whitney & Co., Seattle, \$687,876; Whiz Fish Products Co., Seattle, \$314,480.64; Pacific American Fisheries, Inc., \$119,382.79; Weyand & Co., Seattle, \$43,083.92.

Sea Brands, Inc., New Name for R-J-S Firm

K. V. Sjoblom, president, and Forrest H. Johnson, vice president, of Reno-Johnson-Sjoblom, Inc., Seattle fish and sea foods distributors and brokers, announce change of the company's name to Sea Brands, Inc. Personnel and location are unchanged at 1401 Hoge Building, Seattle 4, Wash.

Hans Crohn Dies

Hans Crohn, former Seattle salmon broker and exporter, who also operated an oyster cannery at South Bend, Wash., died in Seattle Feb. 7.

Fortuna Foods Move Into New Location

Fortuna Foods Inc., importers of Mexican Pacific shrimp, moved last month to new offices at 1040 N. Broadway, Los Angeles, with W. W. Butler, Jr., vice president in charge of west coast operations. Headquarters for the company, headed by W. W. Butler, Sr., is at Dallas, Tex. The company handles the shrimp distribution for Pesquera Industrializadora de Guaymas, S. A., Hector Ferreira, administrator-Director.

Little Left Unsold Of Big Sardine Pack

Despite the fact that the 1950-51 California sardine pack, with some 5,260,000 cases, was probably the largest in the history of the industry, stocks in northern California cannery hands, were reported to be very small, last month.

The sardine market was rising toward the end of the month, with a tendency toward firmness. Many canners had withdrawn from the market because of doubt as to what their ceiling prices should be.

A factor that contributed greatly to the rise in the canned sardine market was the entry of the Philippine government, coming in for all types of sardines, to the tune of a rumored 300,000 cases during the middle of January, and since that time Indonesia also became quite active.

Mexican Pacific Shrimp Quotations

West Coast, Feb. 1

	Per Lb.
Under 15	68c
16-20	65c
21-25	60c
26-30	55c
31-42	50c
43-65	45c

San Francisco Prices

Prices openly quoted in San Francisco at presstime for this issue.

Item	Per Case
SARDINE	
15-oz. tall, natural.....	\$4.75
15-oz. tall, t/s.....	5.75
15-oz. oval, t/s or m/s.....	6.75
5-oz. nat., 100.....	5.65
5-oz. t/s, 100.....	6.15
8-oz. buffet, 48.....	4.25
8-oz. flat, 48.....	5.00
MACKEREL	
15-oz., 48, natural.....	\$5.00

"PACKED WITH THE WIGGLE IN ITS TAIL"

BELLEANNA FILLETS
CHILLED

Producers • Packers • Distributors
Canned • Fresh • Frozen • Seafoods

NEW ENGLAND FISH CO., SEATTLE, WASH.

Since 1868

Pioneer Halfhill House Adds Shrimp to Line

The Halfhill Co., Inc., Los Angeles, distributing Halfhill's Best Buy tuna, sardines, mackerel, and clams, a year ago revised their tuna labels to emphasize the vignette in natural color. The company's complete line is sold by 94 brokers throughout the United States.

Recently the Halfhills have entered into the packing and distribution of shrimp from Mexico's West Coast, with Pete Elliott in charge of this phase of the business. The shrimp will be sold in 12-oz. and 5-lb. packs under the Halfhill Best Buy labels.

The Halfhills, H. J., Jr., and T. A., whose grandfather, Albert Halfhill, was a pioneer of the tuna packing industry in Southern California, sell tuna in all styles and can sizes, from halves to 4 lbs., the latter for institutional and restaurant trade. The Halfhill company sells minced Pismo clams, imported from Mexico and canned for it by the South Pacific Canning Co., in Long Beach. Mackerel and sardines are sold in stand-



Left to right, H. J. Halfhill, Jr., president of The Halfhill Co.; Pete Elliott, in charge of shrimp from the West Coast of Mexico; Earl Wallen, sales representative; and T. A. Halfhill, secretary-treasurer.

erated by Albert's two sons, H. J. and Charles P. This plant was sold in 1941 and since that time the family has functioned as a sales agent only. In 1949 the sons of Albert's sons formed a corporation and the cousins now serve as president (H. J., Jr.) and secretary-treasurer (T. A.). Earl Wallen joined the company in 1951 as sales manager for Southern California and for the southwestern states.

Eureka Crab Price Rises to 12¢

After fluctuating widely, with as low as 6½¢ paid in the early season, the crab price at Eureka went to 12¢ at the first of February.

Deliveries at that time were good when weather was reasonable, and substantial quantities of crabs were being shipped by the Eureka Co-operative Fisheries to crab canneries at Port Orford and Newport, Ore.



Albacore tuna, fancy-packed in glass, is a specialty product distributed by the Halfhill Company. The attractive appearance of the solid, white meat tuna gives it distinct consumer appeal.

ard 1-lb. talls and in ovals. Yellow-tail and bonito are included in the Halfhill line and the company acts as sales agents for Maine sardines, salmon and Japanese crabmeat, all sold under the Halfhill label.

This label, which features the phrase, "Oldest Name in Tuna," is a product of the L. A. Miller Label Company.

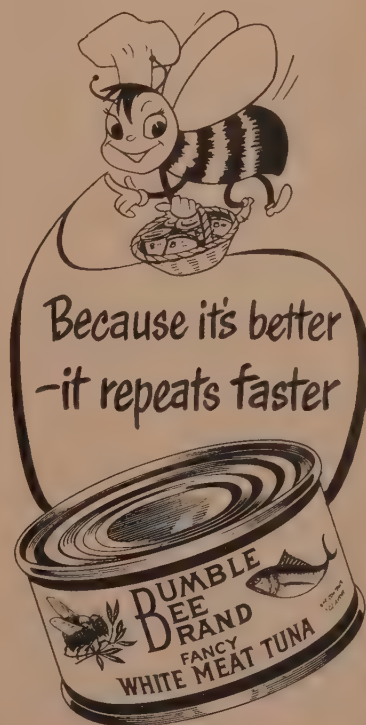
Alfred Halfhill founded the California Fish Co. at San Pedro in 1896. Its first albacore was packed in 1903.

The original plant was operated until 1914, when it was destroyed by fire. A new plant was built and op-

Crab Catch Declines to Disaster Levels

"Disaster" was the designation given by one important Pacific crab producer for results of fishing operations during the first month of the year. After reckoning up his companies receipts for January, he reported them less than half those for January, 1950; and less than a quarter for those of January, 1949.

Whether the decline in deliveries was due primarily to weather, or to scarcity of crabs, could not be judged with any assurance.



COLUMBIA RIVER PACKERS ASSOCIATION, INC.,
ASTORIA, OREGON



Packaged crab, ready for cracking—crab sections equivalent to a 2-lb. crab, enclosed in an air-tight plastic bag inside this handsome waxed carton and then frozen—is a new product distributed by Ivar Wendt, Seattle broker. The sections consist of the dressed and cooked halves of crab, the legs and attached body-meat portions, ingeniously packed together and slipped into a plastic bag. The air is then drawn from the bag and the opening sealed. Brand name is "Icy Waters," and the carton bears the declaration "A Pacific Pearl Product," as the ready-to-eat portions are packed in Washington and Alaska by the Pacific Pearl plants represented by Mr. Wendt. The carton background is a light green. Portions appearing dark in the illustration are in red, and the light lettering in white or light yellow. The crab is a handsome photographic reproduction in the natural colors of a cooked crab. The waxed, lithographed cartons are manufactured by Fibreboard Products, Inc.

Dickman Becomes Broker

Irving Dickman, formerly president and buyer for the firm of I. Dickman & Sons, food products importers, with which house he has been associated for the past 35 years, in February opened a food brokerage business at 204 Franklin St., New York City.

SEATTLE PRICES

Following prices for Pacific Northwest and Alaska canned fish products are those openly quoted at presstime for this issue. As such, they represent approximate figures at which prices for the several items named were frozen.

Item	Per Case
SALMON—	
Sockeyes, Puget Sound, 48/2	\$22.00
Medium Red, 48/2	\$16.00-16.50
Medium Red, 48/4	\$ 9.00
Chinook, Std., 48/2	\$14.00-17.00
Chum, 48/1	\$20.00
Chum, 48/2	\$12.00
ALBACORE	
Fancy, 48/2	\$16.00-16.50
White, Flakes, 48/2	\$12.00
Blended Flakes, 48/2	\$ 8.00-10.00
PACIFIC CRAB	
Fancy, 48/2	\$28.00
Fancy, 48/4	\$15.75
KING CRAB	
American, 48/2	\$33.00
PACIFIC OYSTERS	
Buffet, 7 3/4 oz., 24s	\$ 9.00
No. 1 E. O. 10 oz., 24s	\$10.00
No. 1 tall, 16 oz., 24s	\$14.00

"Bumble Bee" Campaign National by Regions

Newspapers, transportation displays or TV spots are being used by the Columbia River Packers Association, Inc., Astoria, on "Bumble Bee" fine seafoods in an aggressive sales and advertising campaign in selected markets across the country.

The 1951 campaigns will feature an animation of the "Bumble Bee" trademark with the slogan "Bee Prepared." Newspaper ads will include cartoon treatment of the campaign theme and in transportation displays full color will be used.

Current advertising and sales promotion activities follow the association's policy of concentrating in markets where distribution is highly developed.

Bumble Bee advertising is under the direction of Botsford, Constantine & Gardner, Portland, and Arthur Cohan and Associates, in New York (transportation displays).

The HALF HILL CO. Inc.

Sales Office

5442 Jillson
Union 15107
Los Angeles 22

The oldest name in tuna.

Sardine Prices Frozen Over Wide Range

As the 1950-51 sardine season ended, February 1 at Southern California, it was believed that no more than 750,000 cases remained unsold in packers' hands of the 4.4 million cases the southern industry had packed since the season opened October 1.

Considerable confusion existed in the industry as to ceiling prices, and there was quite a fluctuation in the quotations of packers between the base period of December 19 to January 25. On domestic prices, talls, natural showed a spread between \$4.25 to \$5.00; Ovals, \$6.25 to \$7.00.

Export on naturals was from \$4.10 to \$5.00; ovals, \$6.10 to \$7.00. The large buying of the Philippines of more than 500,000 cases of sardines was from \$4.10 to \$4.25 natural; \$6.10 to \$6.75 ovals.

In the export market, Egypt came in strong; and there was brisk selling in Central and South America. Greece was reported as coming into the market as a result of an ECA authorization of \$302,000 for canned fish, but had not done so in early February.

Southern California Canned Fish Prices

Quoted f.o.b. cannery at presstime.
TUNA

Advertised Brands:	
White Meat, Fancy	\$17.00
White Meat, C&F	\$14.50-\$14.75
Light Meat, Fancy	\$15.25-\$15.50
Light Meat, Standard	\$13.00
Light Meat, C&F	\$13.00-\$13.25

Private Label:	
White Meat, Fancy	\$14.50-\$15.50
White Meat, Standard	\$14.50
White C&F	\$12.50
White Meat, Grated	\$11.00
Light Meat, Fancy	\$13.50-\$14.25
Light Meat, Standard	\$12.50-\$12.75
Light Meat, C&F	\$11.50-\$12.75
Light Meat, Grated	\$10.75-\$11.25
D&L	\$ 8.50

TONNO	
1/2s/ 48	\$15.50
1/4s/100	\$16.75

JAPAN TUNA	
White Meat, Fancy	\$16.50*

MACKEREL	
Pacific, tall/48	\$6.25-\$6.75
Jack, tall/48	\$5.00-\$6.00

SARDINES	
Domestic.	
Talls, nat/48	\$4.25-\$5.00
Ovals, ts/48	\$6.25-\$7.00

EXPORT	
Talls, nat/48	\$4.10-\$5.00
Ovals, ts/48	\$6.10-\$7.00

*C.I.F. New York, duty paid.

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SEATTLE 4, WASH.

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Fishermen enjoy full protection with day-long comfort in this lightweight, special Ball-Band Vac quality boot. Buy Ball-Band for honest boot value.

Look for the
Red Ball on the Boot



BALL-BAND
MISHAWAKA • INDIANA

Get Roomy, Bone-Dry Comfort



RUFF-N-TUFF EUREKA SUIT

(left) of cold GR-S Rubber has 30" Jacket. Rustproof fastenings are ball-and-socket nickel on brass, closing the storm-tight fly front. Overalls with bib front and elastic suspenders, have cut-off strips.

PEERLESS SUIT

(right) has neoprene coating to resist oils, acids. Roomy, 30" long jacket; ball-and-socket fasteners resist rust. Overalls have waist-tie cords; bib front; webbing suspenders.



HIGH VISIBILITY YELLOW also available

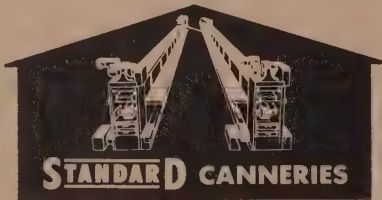
UNITED STATES RUBBER COMPANY
Rockefeller Center, New York City

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FISH RECEIVING
AND WEIGHING
EQUIPMENT

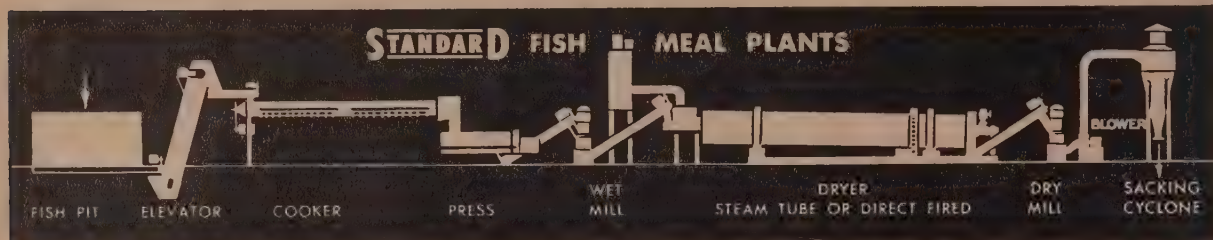


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EQUIPMENT FOR THE
FISH PROCESSING
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To render a complete service in the engineering and construction of profit making plants, the STANDARD organization provides: Research and Development, Process Engineering, Mechanical Design, Shop Fabrication, Field Erection and Initial Operation. No problem is too small for our attention. Inquiries welcomed from all sections of the globe.



*Complete Meal and Oil Plants,
Fish Canneries, Component Parts.*

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FISH OIL
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SAN JUAN BRAND



TRADE

MARK

Producers of
Fresh - Frozen - Salt - Smoked - Canned

Pacific Coast Fish Products

San Juan Fishing & Packing Co.

Foot of Stacy St.

SEATTLE 4, U. S. A.

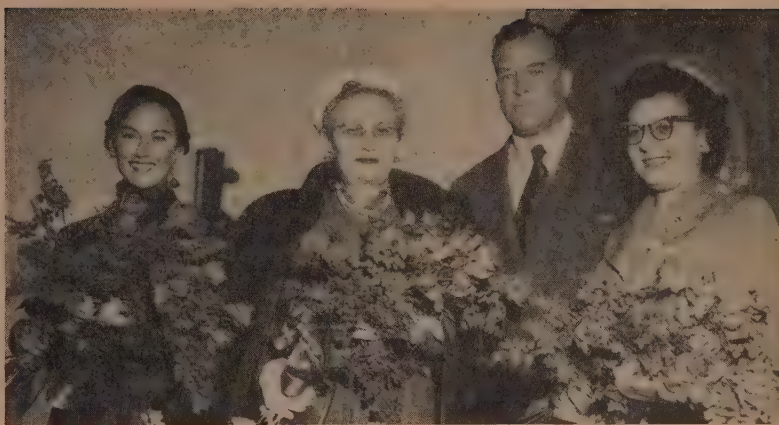
"Antoinette B" Joins French Sardine Co. Fleet

Antoinette B, newest of Southern California steel tuna clippers, named to honor the widow of the late Martin J. Bogdanovich, founder of French Sardine Co., was launched by National Steel & Shipbuilding Corporation, San Diego, January 27. Despite lowering skies, more than 3,000 persons attended the ceremonies, probably the greatest representation of tuna-fishing personnel ever to witness a Southern California launching.

The 121' by 27' clipper is the 12th built by this yard since 1945. Her owners are executives of the French Sardine Co. and High Seas Tuna Packing Co. Richard W. Joseph will be skipper.

Principal speaker was Donald P. Loker, general manager of High Seas and member by marriage of the Bogdanovich family. His topic was the tariff situation, and he warned the American tuna industry of the dangers of uncontrolled imports from foreign countries of canned tuna, particularly from Japan.

The launching was dedicated to the memory of Martin J. Bogdanovich, former president of French Sardine, who died in 1944 while con-



Principals in the launching ceremonies of the 121' steel tuna clipper *Antoinette B* at National Steel & Shipbuilding Corporation, San Diego: Left to right, Miss Geraldine Bogdanovich, sponsor; her mother, Mrs. Antoinette Bogdanovich, matron of honor, for whom the vessel was named; Donald P. Loker, general manager, High Seas Tuna Packing Co., the principal speaker; and Mrs. Richard W. Joseph, wife of the master of the vessel, who was at sea at the time of the launching. Mrs. Bogdanovich is widow of Martin J. Bogdanovich, founder of French Sardine Co.

ducting a great war bond drive in Yugoslav hall, San Pedro, by Arthur W. Ponsford, Southern California editor of *PACIFIC FISHERMAN*, who was master of ceremonies.

Speakers included C. Arnolt Smith, president of NS&S; Harold F. Cary, general manager, American Tunaboat Association; Capt. W. B. McHugh, commanding officer, U. S.

Naval Station, San Diego; Capt. Donald B. MacDiarmid, commanding officer, U. S. Coast Guard Station, San Diego; Port Director John Bate, and Gerald Creary.

Miss Geraldine Bogdanovich, one of the six daughters of Mrs. Bogdanovich, was sponsor, while her mother was matron of honor. Other members of the Bogdanovich family were present, including another member of the family, Nick F. Trutanich, production manager of the canneries. Joseph J. Bogdanovich, only son and president of the companies, was unavoidably absent.

Antoinette B, with a fish-carrying capacity of 255 tons, will be ready to fish before spring. Her propulsion engine is an Enterprise DMG 36 diesel, direct reversing and supercharged to 600 hp. Auxiliaries are a pair of Murphy 6-cyl. diesels direct-connected to 90-kw. generators. Refrigeration is a Kohlenberger system. All details of the launching were planned by George Dew, NS&S vice president in charge of the shipbuilding division.

Wade Ambrose Writes Tuna Fishing Story

W. Wade Ambrose, president, Westgate-Sun Harbor Company, packers of "Breast O' Chicken" tuna, San Diego, has written an interesting article on tuna fishing and packing for the *Texaco Star*, in the publication's Winter, 1951 issue. His facts, particularly historical ones, come not only from his own experience, but his father, the late Wiley V. Ambrose, who was one of the early pioneers in the tuna industry.

Treasury Bars Soviet Crab As "Slave Labor" Product

Unprecedented action of the Treasury Department in prohibiting further imports of Russian canned crab on the grounds that it is produced by "slave or forced labor" came a bit late to have much effect in protecting the American crab industry from this competition, but established a most valuable precedent, and was a rich personal triumph for Congressman Russell V. Mack of Washington.

When Russian canned crab imports late in 1949 and early in 1950 were wrecking the market for the domestic product, Representative Mack led the fight against them, and carried it past the unresponsive Department of State and into the Treasury Department, which eventually took action believed without precedent in the history of seafood imports.

Although direct crab imports from Soviet Siberia had virtually ceased, there is some suspicion that they have continued by the device of

shipping through Hongkong; and perhaps some has still been coming indirectly through the United Kingdom.

Congressman Mack's fight against the Russian crab imports was a discouraging one, but he pressed it to success. The E.C.A. said it couldn't help, even though Britain was re-shipping the crab to the United States.

Appeal to Secretary of State Acheson brought the reply that no action against the imports would be taken.

Congressman Mack dug up an old law that says the Secretary of the Treasury may prohibit import of goods found to be produced by slave or forced labor. Secretary Snyder agreed to investigate and Representative Mack, with the assistance of the American Federation of Labor research staff, dug up the proof on which the Russian crab was embargoed.



Quality Always

FOR many years the canned salmon industry has utilized its resources to give consumers a better product constantly improving production and distribution methods.

Today, the industry offers with pride a consistently fine basic food that is rich in nutritional value, appetite appeal and adaptability to modern mealtime needs.

A one-pound can of salmon contains enough health-building goodness to feed a family of four a delicious, satisfying meal. High in protein content, it boasts many other essential food requirements also. *Canned salmon is actually an economy food!*

All the facilities of Pacific American Fisheries are pledged to continued development of the industry.

PACIFIC AMERICAN FISHERIES, Inc.

South Bellingham, Washington

"Quality Always"

Sales Subsidiary: DEMING & GOULD COMPANY, South Bellingham

King Crab Molt Slows Kodiak Canning

Howard Wakefield, member of the Alaska Fisheries Board in Juneau enroute from Kodiak reported a bad situation in the King crab fishing industry at Kodiak.

The King crabs there are now in the molting stage and the meat is inferior. Of three crab canning plants on Kodiak Island, one has shut down. Some crab fishermen have refused to fish crab during the molting period. One plant has a freezing unit and is shipping by air to state-side markets.

Tony Barcott Again Heads Co-op Fleet

At the annual meeting of the Fishermen's Cooperative Association of San Pedro, Capt. Tony Barcott of the *Coral Sea* was re-elected as president of the organization. John Real continued as general manager.

The president's report showed the Co-op had one of the most active years in its history, under the management of John Real. It has around 125 members and acts as agent for approximately 150 seiners.



Officers of the Fishermen's Cooperative Association of San Pedro who will serve during 1951. Center, seated, Tony Barcott, *Coral Sea*, president; left, John Zancich, *Vittoria*, vice president; Stavko Ivancic *Adriatic*, treasurer. Standing, left, Dan Sutlovich, and Andrew Rafkin, *Long Island*, Board members. Absent board members, Larry Zuanich, *Cesare Augusto* and Matt Dragich, *Sea Scout*. All except Sutlovich and Zuanich were re-elected.

Instituted was the new marketing system for sardines in which the association acted for its members with the cannery of Los Angeles and Long Beach harbors. Also begun was the cooperative purchasing system. It was planned this year to in-

clude in the marketing system tuna and mackerel.

In addition to the best sardine season in history for Southern California, the association members enjoyed one of the best tuna-netting seasons for some years in 1950.

AVONDALE

BUILDS THEM BETTER - BUILDS THEM TO LAST - BUILDS THEM OF STEEL

AVONDALE tuna clippers are better, tougher, more seaworthy, more durable, and longer lasting—because they're built of steel! Ask any owner or Captain of an AVONDALE-built clipper. His recommendation will be the proof of the kind of workmanship and skill that AVONDALE puts into each clipper. Before you build, consult AVONDALE engineers or their west coast representatives. Let them prove to you that AVONDALE clippers are better!

West Coast Representatives:
DRAKE & BULLEN
 SAN DIEGO, CALIFORNIA

AVONDALE MARINE WAYS, Inc.

WESTWEGO, LOUISIANA

International Net Dips Make Nets Last Longer

The cost of nets is such an appreciable part of the cost of fishing that materially prolonging the life of nets is of utmost importance to the fisherman. INTERNATIONAL NET DIPS protect nets most effectively. They come ready-to-use, require no heating nor special equipment for application, and are quick drying.



INTERTOX NET DIP #1699 is an inexpensive homogeneous mixture with toxic properties which penetrate completely into the innermost fibres of cotton and linen netting, protecting them from the destructive action of the organisms that cause cordage rot.

G. M. FISHING NET COPPER PAINT #1866 is higher in cost due to the anti-fouling element. Will not injure netting nor cause undue stiffness. Assures protection from fouling much longer than ordinary materials.

Write for prices and particulars about these net dips.



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AGENTS IN EVERY IMPORTANT PORT



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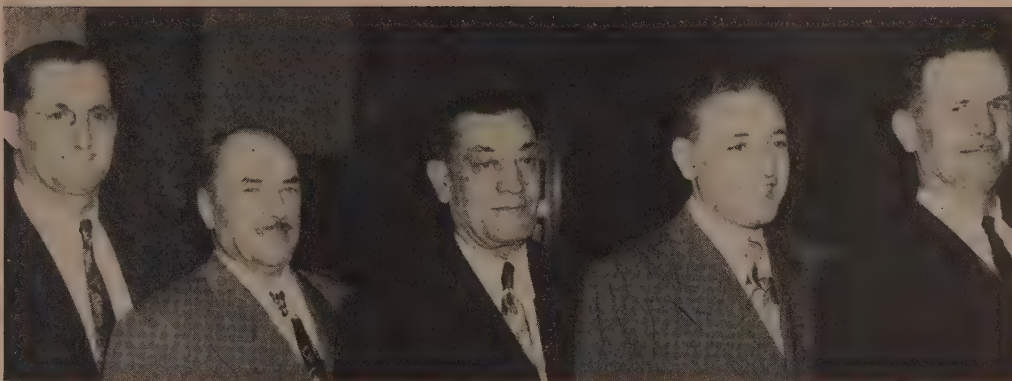
Steady, dependable, automatic wrapping of packages is a job Hayssen Wrapping Machines have been doing successfully for more than 40 years. Low in initial cost, sturdily built, completely automatic, economical to operate, Hayssens keep the unit-cost of wrapping at a low level.

Six-sided, printed designs are accurately registered by the Hayssen Electric Eye. Easy adjustability to wrap many sizes on one machine reduces idle machine hours. Thermostatically controlled electric sealing ensures well-sealed packages that stay trim in appearance. Practically any type of wrapping material can be used. For complete information please contact the home office. Inquiries are welcome.

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ELECTRIC EYE
WRAPPING MACHINES





Officers for 1951 of the Lower California Fisheries Association, San Diego, honored at a dinner dance, January 20, on the occasion of the organization's 15th anniversary. Left to right Anthony S. Chiappe, re-elected president; Lazaro M. Massa, *Sun Jason*, vice president; Joseph J. Camillo, re-elected business manager; Board members, Anthony Bregante, *Sunset*, and John Zolezzi, *Lone Wolf*. Absent were P. E. McCaffrey, secretary, and Lawrence Canapa, *Sun Streak*, board member.

Lower California Assn. Observes 15th Birthday

Lower California Fisheries Association, San Diego, handling the affairs of 40 tuna clippers and 400 market, swordfish and albacore boats, celebrated its 15th anniversary, January 20, with an elaborate dinner dance, attended by 150 members, wives and guests at the San Diego club.

Official hosts were Anthony S. Chiappe, who has been the association president since 1938; and Joseph J. Camillo, founder and business manager since 1936. The occasion also honored the other 1951 officers, including Lazaro M. Massa, skipper-owner of the *Sun Jason*, vice president; P. E. McCaffrey, long-time secretary; and board members, John Zolezzi, skipper-owner, *Lone Wolf*, and Lawrence Canapa, owner, *Sun Streak*.

The association is largely composed of San Diego's Italian-American fisheries colony, and is a tightly-knit group whose members are pioneer fishing families at the southern port. Offices are maintained at

935 W. Harbor Drive, which is also headquarters for J. J. Camillo Company, importers of Mexican Pacific shrimp and other fish, particularly from the Pacific Northwest, and wholesale shippers for more than a quarter century.

The dinner dance, staged January 20, first the organization has yet given, left nothing to be desired in the elaborate dinner, entertainment and hospitality extended to members and guests by the official hosts.

May Resume Whaling Out of Humboldt

Possibility that 1951 may see a revival of whaling operations out of Humboldt Bay was seen in the recent disclosure that Gilbert Hunter and Herman Foland, former operators, may reopen their processing plant at Fields Landing.

Meanwhile, the whaling vessels *Dennis Gayle* and *Lynn Anne* were being subjected to extensive overhauling. The *Dennis Gayle* has been working as a dragboat for the last two seasons but the *Lynn Anne* has

been tied up most of the time during that period.

Whaling operations ceased in the summer of 1949 when fire swept the Foland-Hunter plant at Fields Landing, destroying the reduction and rendering facilities. However, the owners said that the fish reduction plant may be able to handle whale processing.

Westgate-Sun Harbor Signs Labor Expert

Westgate-Sun Harbor Company has taken an important step to assume improved management-labor relations, in the naming of Elden R. Carl, 39, nationally known in the industrial relations field, and recently industrial relations director for Solar Aircraft Company, San Diego, according to an announcement by W. Wade Ambrose, president of the San Diego cannery. Mr. Carl will assist the management in problems of employment, training, safety measures, medical service, wage and salary plans, hours, working conditions, etc.



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F. A. GOSSE COMPANY

"Purveyors to the Epicurean World"

FIRST . . . In Quality!

CANNED

- ★ SALMON
- ★ TUNA
- ★ SARDINES
- ★ CRABMEAT

1800 EXCHANGE BUILDING

MAIN 0475

SEATTLE 4, WASH.

Cannery Labor Contract Barely Beats Freeze

United Fish Cannery Workers, Local 64, ratified a new wage agreement with Van Camp Sea Food Co. at San Diego, January 20. This affects 850 employees and grants pay increases from 5¢ to 15¢ an hour.

The agreement, second pay increase given since July 2, 1950, gives a minimum of \$1.65 per hour paid to men and women on an hourly basis; and a minimum of \$1.50 an hour for women on a piece work basis. Another wage reopening is set for March 1, if permissible under new government regulations. The new pay boost was retroactive to July 2, 1950.

Killer of Tunaman Cleared in Nicaragua

Wendell F. Evans, crew member of the Southern California tuna clipper *Scarlet Queen*, was shot to death in the streets of Managua, Nicaragua, last November. Last month a Nicaraguan court acquitted Policeman-Sergeant Thomas Rueda of the responsibility.

U. S. State Department officials immediately protested the verdict. The Nicaraguan president must review the court martial decision. Should he fail to reverse the verdict, this country will further protest in "strong language," the officials said at Washington, D.C.

B.C. Sockeye Spawning "Generally Satisfactory"

"Generally Satisfactory," is the rating given the Sockeye salmon spawning of 1950 in British Columbia.

In his annual summary of the spawning observations, A. J. Whitmore, chief supervisor of fisheries, says that the Rivers Inlet and Smith Inlet had an "excellent seeding" of Sockeye.

The Fraser River's 800,000-fish escapement to the Adams River area was rated "satisfactory," although "substantially less than those of either 1942 or 1946."

Skeena River Sockeye escapement was "light to medium." With 35% of the Babine Lake escapement "jacks," possibility was seen that this might forecast a good run in 1951.

Naas River Sockeye escapement was "moderate"; and the Bella Coola area spawning "heavy."

On Vancouver Island Sockeye spawnings were rated all the way from "well stocked" to below average.

King seeding in the province generally was considered "satisfactory"; and Cohoes ranged from light to "satisfactory." Pinks ranged from "good" to "heavy"; but Chums, in spite of the big run of 1950, were rated generally as "medium to light."

Sockeye Threat Eased By Aluminum Action

Threat to Sockeye races of the higher tributaries of the Fraser River was eased in February with the announcement that Defense Mobilization Chief Charles E. Wilson had ruled against United States participation in the power-and-aluminum production scheme which contemplated use of water-power from Fraser System lakes for industrial development at Kitimat, B.C.

The project was predicated primarily upon a long-term large-scale aluminum purchase contract with the United States. It has been under fire in this country on the grounds that United States national support should be given to development of power and industry in this country.

The International Pacific Salmon Fisheries Commission had accepted the Kitimat project as less objectionable from the salmon standpoint than that which proposed utilization of the Chilko lake system as a reservoir for power to be developed at Pacific tidewater.

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French Sardine Starts \$1 Million Cannery

French Sardine Company will spend \$1,000,000 on its new Terminal Island tuna plant at Terminal Island. Construction will begin as soon as necessary dredging and filling in Fish Harbor is complete, said Nick F. Trutanich, production manager, in further details of the big project. Packing is scheduled to begin in October of this year.

In January the final details were cleared away when the harbor commissioners approved a 25-year-lease to occupy 356,596 sq. ft. of land along Bass St., west of Barracuda St. The cannery will be built in the area just south of the Pan-Pacific Fisheries plant. It will have water on two sides.

Part of the site is a fill recently completed at a cost of \$260,000. Rental was set at \$17,828 annually, with the lease due for renegotiation December 31, 1955. Lease expiration date is May 5, 1976.

The cannery will be the most modern in the world, to his knowledge, said Mr. Trutanich, and contains a number of innovations the company is not now prepared to disclose. Special emphasis is placed on sanitation in all phases. He pointed out the company has so enlarged its tuna fleets—now more than 70 vessels—that present packing facilities are inadequate. He scotched a rumor, however, that tuna operations at San Diego by the subsidiary, High Seas Tuna Packing Company, will be transferred to Fish Harbor.

Trollers' Cooperative Re-elects John Olsson

John A. Olsson of the troller *Ingrid* was elected president of the Fishermen's Cooperative Association for the third successive term at a directors' meeting held in Seattle, January 20.

Harry J. McCool, troller *Aries*, was elected vice-president, succeeding Adam Kanzler, troller *Patricia*, and Bert G. Johnston was re-elected secretary-treasurer.

Reider Hanner, troller *Victory*, and McCool were elected to the board of directors for a three-year term at the recent stockholders' meetings.

The board is now working on expansion plans for the Neah Bay station, which will include additional ice capacity and a fish receiving float to accommodate the smaller vessels of the trolling fleet working out of that port.

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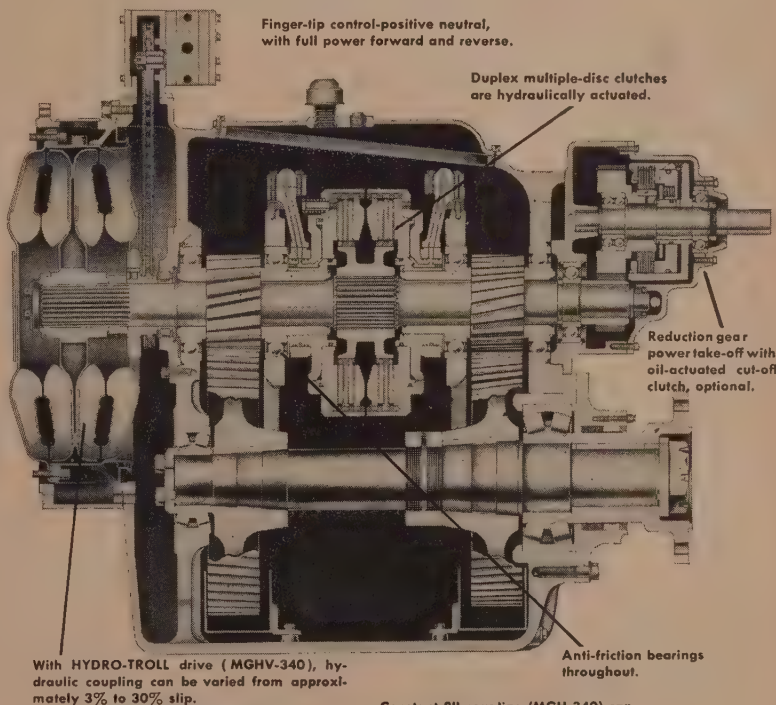
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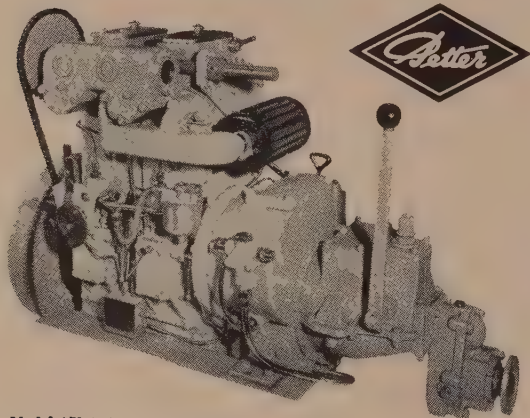


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Calif. Reduction Rules To Stand Unchanged

According to a letter sent the California sardine reduction industry, the Fish & Game Commission does not plan to make any changes in the regulations governing sardine reduction permits nor in the applications for sardine reduction permits for the 1951-52 season.

In other words the commission plans to administer reduction permits during the next season under the regulations adopted in February 1950, and plans to use the same application form with necessary changes in dates only.

The determination of the quantity of sardines to be allocated to straight reduction and whether or not "consolidation" will be allowed will be made after April 2.

Ambrose to Advise POFI on Research

W. Wade Ambrose, president, Westgate-Sun Harbor Company, was to leave during the middle of March for Honolulu, as chairman of the Industry Advisory Committee, of POFI. The committee, headed by Mr. Ambrose, will study activities of the POFI laboratory and research vessels.

Fish Reduction Under Fire in California

Bills that would abolish the sardine reduction industry, eliminate the trawl fishery of the state, make the entire sardine season conform to the present southern California season, and would practically eliminate commercial fishermen's licenses went into the legislative hoppers at California's state capitol last month. One bill would make the California sardine season extend from Sept. 1 to Feb. 15. At the present time this is the southern California season. Representatives of the Monterey Bay and San Francisco sardine industry said that they have fought similar bills before and will fight this one.

"Sea Gypsy" Seized

A San Pedro commercial fishing vessel, *Sea Gypsy*, reportedly owned by William L. Banning, was taken into custody of Mexican federal authorities in Lower California last month, allegedly charged with illegal fishing of lobsters, reserved under Mexican law for exclusive fishing by cooperatives. During a three-hour chase, the Mexican cutter was said to have fired its guns to halt the boat.

Smelt Smelt and Tasted of Oil

Columbia River smelt fishing operations were suspended for a time late in January as a result of leakage of oil from a tanker which had been damaged at sea.

Naturally an oily fish, the smelt proved a bit too oily—or at least oily in the wrong way. They definitely smelt and tasted of something beside smelt oil.

Dr. E. W. Harvey, director of the Oregon Seafoods Laboratory at Astoria, studied the phenomenon and was of the opinion that the smelt had not taken the oil internally, but that the flavor resulted from external contact. On the other hand, some Steelheads caught at the same time were reported to have mineral oil in their digestive tract.

Net Fishermen Target Of Proposed New Law

A move to prohibit importing Mexican yellowtail, barracuda or white sea bass, was seen last month in a bill introduced into the California legislature by Assemblyman Frank Luckel, San Diego. The bill would make it unlawful even to possess these fish on any vessel carrying or using a purse seine or round-haul net. Only exception would be a gillnet of not less than 3½" meshes.

The law for California waters prohibits use of purse seine or round-haul for these fishes, but does permit importing from south of the international border. A number of net vessels have been operating in the Mexican waters from both San Diego and Los Angeles harbors.

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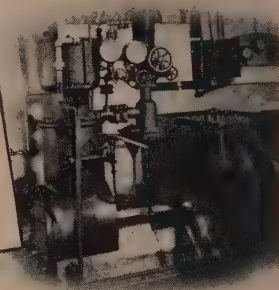


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Tuna Canning Begins on Kauai



The new tuna packing installation of Nawiliwili Canning Co. is shown in the upper left. The cannery building proper is the light-colored building in the center, with the ice plant in the center left and the company shop and office in the right foreground. The installation in the background, with a Matson C-3 freighter loading, is operated by the same interests. On the right is an interior view of the tuna plant; and below are the two "aku" vessels currently providing fish for the cannery's capacity of 300 cases daily.

A second tuna cannery went into operation in the Hawaiian Islands in September when Nawiliwili Canning Co., a division of Kauai Engineering Works, started canning at Lihue, on the Island of Kauai.

The plant is a relatively small, single-line operation with capacity of 300 cases per day.

The company is composed of S. W. Wilcox, William M. Moragne, Wayne Ellis and Thomas D. King, whose Kauai Engineering Works has engaged for several years in marine engineering, drydocking, ship chandlery and ice sales.

The tuna plant was installed by O. J. Haber & Co. of San Francisco, and included a reduction department for the manufacture of fish meal in addition to the cannery.

Sales of the company's product will be handled on an exclusive basis by the Haserot Company of Cleveland, Ohio, save for some local sales on the Island of Kauai for goodwill purposes. The Nawiliwili company's brand name is "Hula Girl," its labels

being manufactured by Schmidt Lithograph Co.

Tuna is packed only in fancy and flake-and-chunks grade; no standard or flake grades being produced. Practically the entire production is Skipjack—the large oceanic type which comprises most of the Hawaiian tuna catch.

In its first weeks of operation, the cannery was supplied by two 85' vessels of the Hawaiian sampan type.

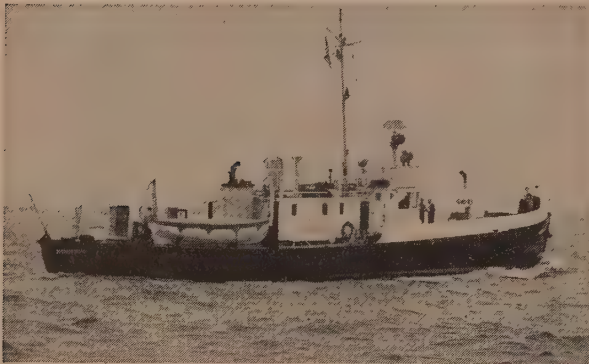
They are *Tradewind*, owned by Phil Diez, and the *Moku Ohai*, owned by Ben Ohai, Jr. The vessels are modernly equipped with radiophone, direction finder and echo-sounder.

The company expects to expand its fleet with the addition of other vessels from time to time. A reasonably adequate bait supply is available in Kauai waters—sufficient at least for the scope of operations currently contemplated.

Labels of Nawiliwili Canning Co.'s "Hula Girl" tuna. Panels are in black, white, red and yellow. Lithographed by Schmidt, the solid pack label is on a light blue background and the flakes 'n' chunks on green.



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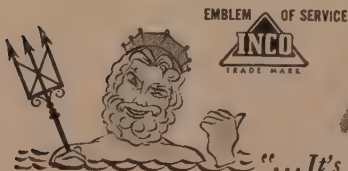
In 1950, when *The Wanderer* was overhauled, here's what an inspection of her MONEL equipment revealed:

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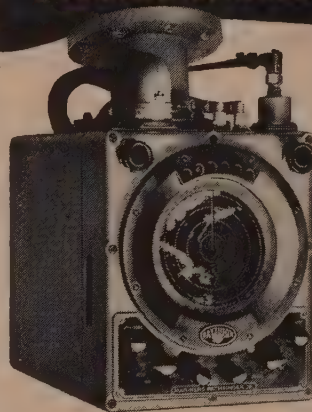
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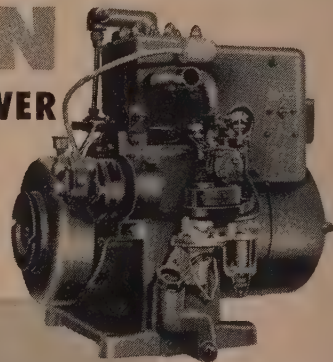
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Arne Einmo President Of Fishing Vessel O. A.

Capt. Arne Einmo, owner and master of the Seattle halibut schooner *Polaris*, was elected president of the Fishing Vessel Owners Association for 1951 at the first-of-the-year annual meeting.

Vice president of the association is John Jorgensen of the *Majestic*, and Peter Ness of the *Sylvia* is secretary.

Five trustees were elected as follows: R. Selset of the *Ethel S*; Peter



Capt. Arne Einmo, owner of the halibut schooner "Polaris," new president of the Fishing Vessel Owners Association.

Jorgensen of the *Wizard*; Jack Knutson of the *Grant*; Jalmar Rockness of the *Unimak*; and Carl Sather of the *Faith II*.

New Clipper Crop Is Being Delivered

A number of new tuna clippers of 1951's crop will soon join the Southern California fleet from San Diego,

New Orleans and the Pacific Northwest.

One of the first will be the *Antoinette B*, 121' Enterprise-powered steel clipper from National Steel & Shipbuilding Corporation. She was launched January 27 at San Diego.

At Avondale, Charles Kaufman's 122' steel clipper, *Gulf Star* was launched December 30, and was slated for delivery February 15. Her sister vessel, *Challenger*, for Manuel Luz, with Lewis Livesley, managing owner, was launched January 31 and will be fishing this month. Both 240-ton capacity clippers have 900-hp. General Motors propulsion, GM generating sets and Worthington refrigeration.

Jeanne Lynn, a 121' steel vessel, for O. W. Martin, was launched at Birchfield Boiler, Tacoma, which built the hull for Tacoma Boat Building Co. She has 900-hp. General Motors main and Superior auxiliaries. *Mona Lisa* was launched February 10 at Martinac yard, Tacoma. Joe Correia is to be skipper. She has a 600-hp. Superior main; two 100-kw. General Motors auxiliaries.

"Henry O'Malley" Sold To Bozanich Group

Henry O'Malley, a YP, which was part of the research fleet operating out of Honolulu for the Pacific Ocean Fisheries Investigation on tuna, was purchased February 9 by Anthony Bozanich and associates of San Pedro and San Diego. Successful bid was \$127,501. The clipper will probably be brought to the mainland and, after necessary conversion, join the Southern California fleet.

When the FAWS announced disposition of the 128' hook-and-liner interest in her purchase was shown along the Pacific coast. Several in-



A. H. Mendonca, new president of F. E. Booth Co., Inc., pioneer California Sardine firm.

terested persons flew to Honolulu to inspect her.

Tacoma Boat Building Company bid \$126,500; Capt. Lou Brito, owner of the clipper *South Pacific*, bid \$126,000. From this bids scaled down to as low as \$34,106.

Interested with Anthony Bozanich in ownership of the clipper are: Sal Alioto, *Commander*; Walker Atwell, Atwell Supply Company, San Diego; Manuel Simas, *Helen S*, and Dr. F. Amaral.

Salvadorean Claim Rejected

The Department of State has informed the government of El Salvador that it "will not consider its nationals or vessels or aircraft as being subject to the provisions" of an article of the current Salvadorean constitution which asserts that the territory of that country extends to a distance of 200 marine miles from its coast.

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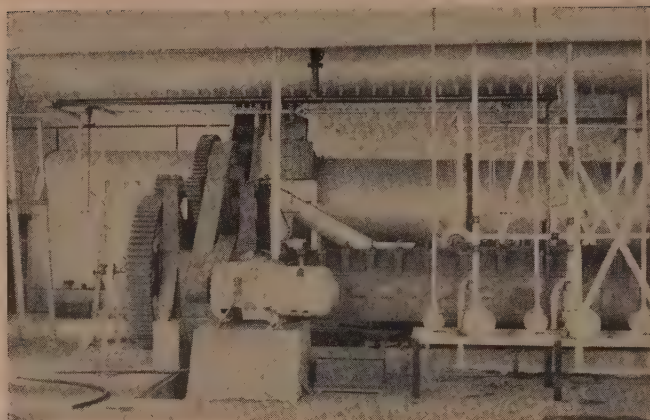
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Van Camp Promotes

Donald D. Doran, of Astoria has recently been appointed to the position of assistant manager of the Van Camp Sea Food Co. plant in Astoria, as announced by William Moore, plant manager. Mr. Doran was formerly comptroller with the firm, having been employed there since the early part of 1947.

A spectacular fire caused an estimated \$50,000 to \$100,000 damage to the Washington Fish Co. plant in Aberdeen recently.

The owners, Thomas Bensussen and Mair Rodrique, said the plant was not a total loss, but the flames swept through most of the cannery and warehouse section and took most of the roof of the buildings, although leaving the retail section and offices virtually intact.

Large stocks of seafood—oysters, crabs, prawns and other types—were damaged and a truck inside the building was ruined; but the big refrigerators escaped serious damage, Mr. Bensussen, manager, said.

"We're back where we were 12 years ago," he commented. "The part of the building most severely damaged was added in the last 12 years."

The building was partially covered by insurance. Bensussen said it was hoped they could rebuild.

Long Beach Needs More Boat Moorage

Space for mooring fishing boats in Long Beach harbor is getting a bit crowded, and several fish canneries there were asking for relief last month. Mel D. Marsh, South Pacific Canning Company; Harry H. Steele, Seaside Fisheries; and N. A. Kovacevich, Lido Fisheries appealed to the harbor commission to provide additional space for approximately 250 commercial fishing vessels fishing for these canneries.

Pacific Fish Men Attend Research Meeting

Dr. G. B. Reed, of Queen's University, Kingston, Ont., was re-elected for his fourth term as chairman of the Fisheries Research Board of Canada at the annual meeting in Ottawa. Among members of the executive committee are: Dr. W. A. Clemens, of the University of British Columbia; R. E. Walker, general manager of B. C. Packers, Ltd. Board members include K. F. Harding, general manager, Prince Rupert Fishermen's Co-operative Association.



Calpack's New Headquarters

After a well-planned move, over one long week end, the 1000 headquarters employees of California Packing Corporation are now established in their new building at 215 Fremont St., San Francisco, putting under one roof all of the manifold general office activities of one of the world's largest food canners.

The move ended 34 years at 101 California St., where the company had filled one building, and expanded to neighboring structures.

The new building is a modern, six-story, steel and concrete structure. Acoustically treated ceiling tile is installed throughout the offices, a special ventilating system has been installed, and all of the offices have asphalt tile floors and fluorescent lighting.

The first floor is occupied by the Alaska Packers Association, purchasing department, personnel, and mailing, as well as the research laboratory.

The third floor has the advertising and promotion, engineering, tax and statistical, library and medical departments.

The sales department, including canned, dried, export and retail sales, dried fruit operating, shipping and traffic department, and offices of Vice-Presidents C. W. Griffin, Jr., Irving Granicher, and Stanley Powell are on the fourth floor.

On the fifth floor are found the offices of President Roy L. Pratt,

Senior Vice-President Ralph Brown, and Vice-Presidents G. R. Ward, Willard Griffin, Roy Lucks and L. S. Argall, the board room, California Canneries Division; Fish Division; industrial relations, as well as many other departments.

On the sixth floor are the financial departments, and the office of Vice-President and Treasurer W. H. Carr. An employee cafeteria is on the seventh floor.

Martinolich Ship Repair Moves to Oakland

Martinolich Ship Repair Co., long established at Pier 52, San Francisco, is in the process of moving to an 8.2 acre site at the foot of Fifth Ave., Oakland.

"The new yard will give us much larger facilities than we have here," said Robert A. "Bob" Martinolich, president of the company. "We are leasing a 2800 ton floating dry dock, and will be able to handle larger ships at two piers."

At the new plant, as many as 2800 people can be employed, compared to the former peak of 500 persons at the San Francisco plant, according to Mr. Martinolich. At the new plant the company will repair government, and fishing vessels.

The Martinolich company has been in San Francisco since 1939, specializing in the building and repairing of purse seiners and tuna clippers.

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NO more time lost scraping or brushing fish boxes and tubs. Now clean them with the Oakite Steam-Detergent Gun . . . fuses heat, force, powerful Oakite detergent to remove dried slime, scale, fish particles—all bacteria-breeding deposits. Cleans tubs, boxes, work tables, boat holds in a fraction of the usual time.

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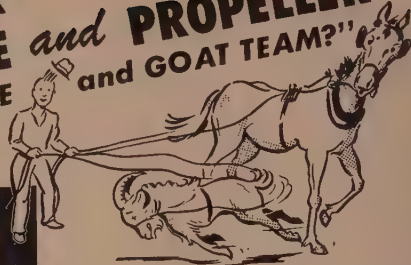
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Effective Fisheries Congressman is Shifted

Congressman Clark W. Thompson of Texas, who was chairman of the House Subcommittee on Fisheries in the 81st Congress, has advanced to the Committee on Agriculture. In this promotion, the fisheries lose an effective advocate.

Mr. Thompson's place on the House Merchant Marine and Fisheries Committee is taken by Congressman John W. McCormack of Massachusetts, who is also House Majority Leader—a position of great power. Coming from Boston, he is close to the fisheries, and his position as leader of the majority party in the house is expected to prove helpful to the industry.

Congressman Thor C. Tollefson of Washington, and John J. Allen, Jr., of California, retain their positions on the Republican side of the committee.

Naval Duty Doubted For Tuna Vessels

The Navy apparently has no intention at the present of requisitioning tuna clippers for far-Pacific service, as happened during World War II, when 50 vessels, the bulk of the

Dungeness Crab Gear Acquired by Whiz

Whiz Fish Products Co. has taken over the crab fishing gear of Dungeness Crab, Inc., at Westport and have leased the Dungeness cannery for the season.

The cannery will continue to be under the management of Ed Lenss, who managed the plant for Dungeness.

Under the arrangement, crabs delivered to the Whiz at Westport will be processed at the cannery there instead of being processed in the Hoquiam cannery. The setup will materially increase the number of boats fishing for the Whiz company this season.

fleet at that time, were taken.

A Navy spokesman at the 11th Naval District, San Diego, last month said a move to acquire part of the Southern California tuna clipper fleet isn't likely unless the Navy is called on to fight in scattered Pacific or Far-Eastern areas.

"We are trying either to activate or build enough service and supply vessels to avoid calling in help from civilian sources, except for big troop-carrying ships," the spokesman said.

Sohol and Jonason Buy Tokeland Plant

Sale of the Tokeland Crab and Fish Co. to Conrad O. Jonason and Hans A. Soholl of Seattle was announced recently by the former owners, Mr. and Mrs. R. A. McDougall.

Mr. Jonason has been in the fishing industry since 1927, most of the time in Alaska. Soholl started in the fishing business at Astoria in 1926 and more recently was associated with the industry in Alaska.

The new owners announced plans to increase crab canning and salmon processing operations.

House Puts 4 Drags On Trade Agreements

Reciprocal Trade Agreements extension act, passed by the House of Congress in February, carried four limitation amendments. The Administration had asked extension with no strings attached.

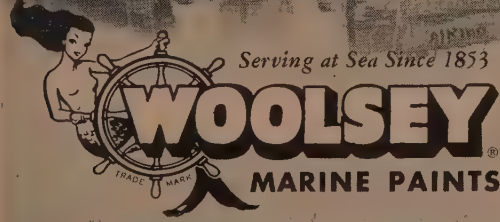
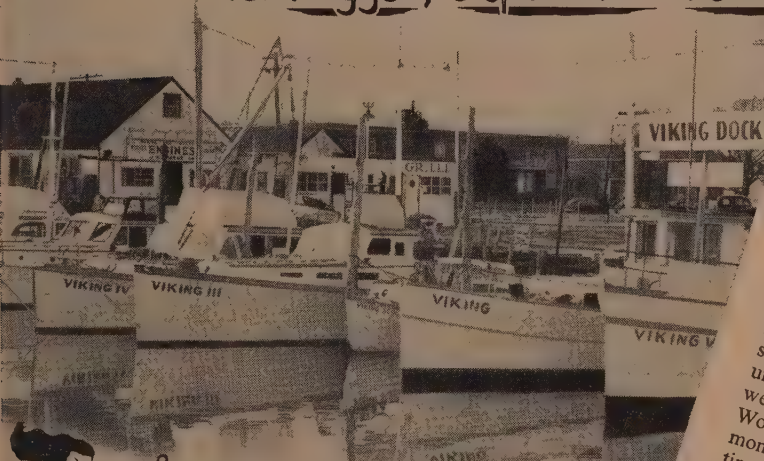
House amendments provided: a "peril point" limitation; and "escape clause" to protect American products injured by imports; a "satellite" limitation barring Russia and its brood from benefits; bar against tariff cuts on farm products underselling the U. S. support price.

Fishing Fleets use WOOLSEY PAINTS for Rugged, Dependable Performance

*The Viking Fleet
out of Freeport, L.I., N.Y.*

Captain Carl Forsberg operates a fleet of seven fishing boats out of the Viking Docks at Freeport, N. Y. All boats in the fleet are Woolsey painted—Vinyl Anti-fouling on their bottoms and Cawlux Marine Finishes on their topsides, decks, cabin tops and cockpit areas. Captain Forsberg has found that with Woolsey, his boats require repainting not more than once a year and their bottoms remain clean and free from fouling the year around.

This kind of super service has given Woolsey Marine Paints a reputation for extra value, longer service and rugged dependability under all conditions of water and weather. Fishermen know that Woolsey Paints will save them money and give them more fishing time between haul-outs. Write for free literature. C. A. Woolsey Paint & Color Co., Inc., 229 East 42nd St., N. Y. 17, N. Y.



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Army Tuna Buying Hits 250,000 Cases

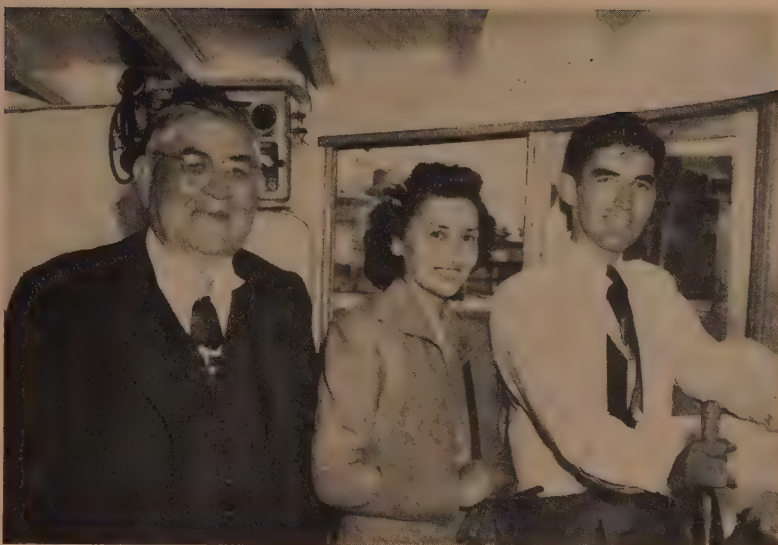
The government, mainly through the U. S. Army Quartermaster Corps, has purchased from Southern California packers 250,000 cases of canned tuna, based on ½s, round. The latest purchase, announced by the Defense Department, was from Van Camp Sea Food Company, of 36,445 cases, representing \$489,435.

The government came into the market last October with an order for around 100,000 cases, based on halves, and in which French Sardine Company received a considerable order, as well as other canners. In late December there was another large purchase and Westgate-Sun Harbor Company and Van Camp received the major allotments. Then came the latest purchase announced February 9.

Clipper Wrecked Near L.A. Harbor Entry

American Girl, 112' wood clipper built in Tacoma in 1944, was wrecked at dangerous Portuguese Bend, just north of Los Angeles Harbor, February 8. Missing the harbor in a heavy fog, the clipper piled up on the rocks with a \$31,000 cargo of tuna aboard and soon after was declared a total loss. Capt. Manuel Silva and 11 crewmen were rescued by U. S. Coast Guard cutter. The clipper, fishing for Van Camp Sea Food Company, was valued at \$300,000.

Ramon Diaz Perez is the new president of Mariscos Congelados del Pacifico, S. A., modern shrimp freezer at Guaymas. He and his associates recently purchased the plant from Louis Camillo and Alfred Cano. U. S. distributor is Marine Products Company, San Diego.



Charles W. Demmert, left, veteran Alaska canneryman, whose cannery at Klawock has been purchased by the Klawock Indian community, after being leased for a number of years to Libby, McNeill & Libby, is part owner with his son Raymond Demmert of Metlakatla in the Alaska-limit seiner Evelyn Raye, built in 1950 to Edwin Monk design by Grandy Boat Co., Seattle, and powered with a "Caterpillar" D318 diesel by N-C Marine. Mrs. Raymond Demmert stands in the middle in this picture taken in the vessel's wheelhouse.

Klawock Oceanside Firm Contracts Allen

Klawock Oceanside Packing Co. is the name of the operating concern which, representative of the Klawock Indian community, will run the former Demmert cannery at Klawock, purchased by the community this winter.

Contract for management of the cannery has been signed with A. E. Allen, Jr. and Seattle offices have been opened at 611 American Building, Seattle 4.

Mr. Allen is an experienced canneryman, who has been with Libby, McNeill & Libby for the past four years, the last three in charge of the Klawock plant.

The cannery is modernly equipped with one high-speed tall line. Mr. Allen expects that it will be served by a fleet of about 35 purse seine vessels, most of them owned by members of the Klawock community.

The Klawock location is an historic one in the Alaskan fisheries, as it was there that the first salmon cannery in Alaska was established in 1878 by the North Pacific Trading & Packing Co.

CECIL W. DRAKE moved his family to Mobile, Ala., last month from San Diego, to be in closer touch with Tuna, Inc., at Pascagoula, Miss. He is president of the company and Joseph Charlton is manager. So far the plant has confined itself to reducing of menhaden, but, according to Mr. Drake, will probably make a tuna pack in 1951.

High-Speed Refrigerated Fisherman Was Yacht

John Finetti, San Francisco, has purchased a former 63' yacht and had her converted to a combination fish boat at Stephens Bros. Inc., Stockton, later finishing the job himself at Fishermen's Wharf, San Francisco.

The craft has been christened *Harriet B.*, and is powered with two GM 671 diesel engines purchased from Stephens Bros. She is also equipped with a winch from Boicelli & Boss, as well as a 100 watt Apelco radio telephone, a Fisher radio direction finder, and a Wood Freeman Metal Marine Pilot.

The craft will be refrigerated, with the compressor driven by a 16-hp Lister-Blackstone diesel engine, purchased from Hall-Young Co., Fishermen's Wharf, San Francisco. She will be able to carry about 30 tons of frozen fish at 11 knots.

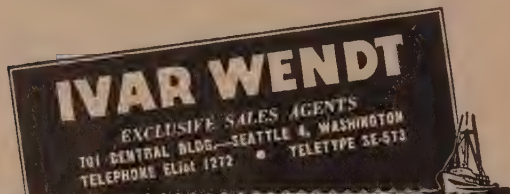
John intends to use *Harriet B.* principally for fishing Albacore. She has 2,250 gallon fuel tanks, and 1,150 fresh water capacity.

Tuna Cars to Hawaii

Standard Iron Works, developers of the Standard C&F tuna packers and manufacturers of cannery equipment at San Diego, last month shipped 30 retort cars to Hawaiian Tuna Packers, at Honolulu, according to Don G. Dearth, sales manager.



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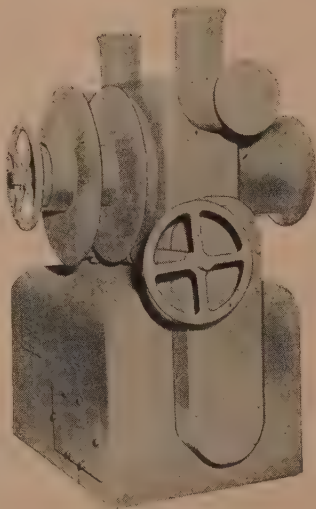
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Station on 20 ft. cord stand-
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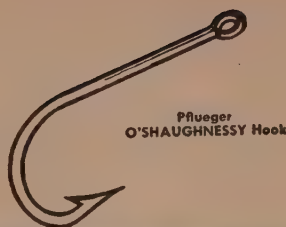
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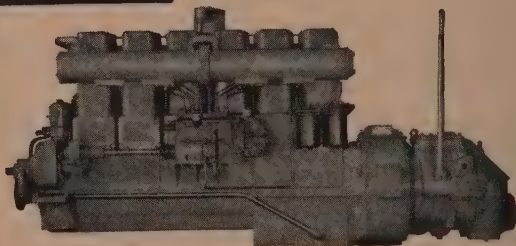
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19 Models • 20 to 200 HP. Gasoline & Diesel
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LINEs and LEADERS

Baker's Southern Sales In New Agency's Hands

It has just been announced that the Baker Engineering Corporation has been appointed a prime distributor for Baker air conditioning and refrigeration equipment in the Southern California area.

The new firm will continue the sales, contracting, manufacturing and service operations that have been performed by the Baker factory branch in Los Angeles since its establishment 29 years ago. The business will be carried on from 351 South Anderson St., Los Angeles, the same premises as occupied by the Baker branch for many years.

Officers of the new corporation are C. E. Hollingworth, president and general manager; Hayes T. Cory, vice-president and chief engineer; T. H. Shonfeld, treasurer and assistant chief engineer, and Neal S. Templin, secretary. All of the officers except Mr. Templin have been with the Baker Refrigeration Corporation and its predecessor, the Baker Ice Machine Company, for many years.

The Baker Refrigeration Corporation will continue to maintain a warehouse stock and district office at 351 S. Anderson St., Los Angeles, to serve its distributors and dealers and the trade. This will remain under the direction of C. E. Hollingworth, district manager, and is staffed by factory trained engineering and service representatives.

Officials of both Baker Refrigeration Corporation and Baker Engineering Corporation advise that the changes in operations have been made in expectation of the continued improvement in Baker representation and service.

The marine office which Baker has maintained at 731 S. Palos Verdes St., San Pedro, for many years will be continued in operation by the new concern, under the direction of Ben F. Duncan, who has long represented Baker in the marine field and is well and favorably known in the industry.

National Supply Co. West Coast Set-up

The National Supply Co. Engine Division has completed a consolidation of its sales and service facilities with those of the Atlas Imperial Diesel Engine Co., according to F. H. Kilberry, Engine Division general manager. The purchase of the assets of the Atlas Engine Company by the National Supply was consummated July 24, 1950.

As announced by Mr. Kilberry, this consolidation now enables the company to offer extensive sales and service facilities on National's Atlas and Superior diesels, gas and dual-fuel, and Chrysler marine gasoline engines. Various sales branch offices have been established and are located so as to provide the best possible service.

The Terminal Island, California, branch, which offers complete machine shop, sales and service facilities, is managed by J. A. Flynn. This office is located at 1048 South Seaside Avenue, and is also headquarters for W. M. Griffith, special representative.

At San Diego all sales and service are managed by J. R. Watson. This office is located at 1745 Pacific Highway.

The Oakland branch office at 2510 Grove St., will function as a central West Coast parts warehouse under the direction of David Ury. J. H. Czock, special representative, also operates from this office.

A. C. Fries, branch manager, directs the Portland sales and service branch, located at 237 S. E. Union Avenue. Also operating from this office is C. H. Caudy, sales engineer.

All sales and service facilities at Astoria, Oregon, are under the jurisdiction of E. F. Olson. The branch office is located at 131 Seventh St.

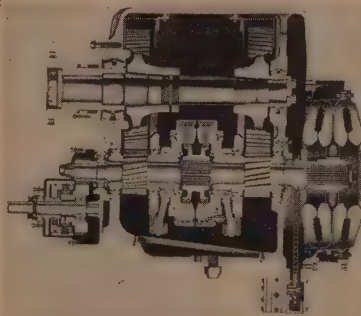
The Seattle sales and service branch, located at Salmon Bay Terminal, is under the direction of F. G. Hudson. Chrysler marine engine sales in Seattle will be conducted through L. K. Zankich and W. A. Russell.

At Vancouver, B.C., the sales and service branch at 1859 West Georgia St. is managed by J. C. Alger. D. C. Y. Simpson, sales engineer, also operates from this office.

R. W. Strong directs the Ketchikan sales and service branch with headquarters at 900 Water St.

Wide Speed Range Now Offered for High Power

A new hydraulic coupling marine gear with optional Hydro-Troll Drive, is now available for engines in the 300-350 hp. class, the Twin Disc Clutch Company of Racine, Wis., has announced.



Here is Twin-Disc's new hydraulic coupling and Hydro-Troll drive for engines in the 300-350 hp. range. It gives ability to multiply reduction gear ratio by hydraulic means, so propeller speed can be cut greatly without fouling—a feature not before available in engines in this power range.

The new unit, the Model MGH-340, has hydraulically actuated clutches in addition to a fluid coupling drive. Like the recently introduced Model MGH-220 marine gear for engines in the 90-230 hp. range, it brings the smoothness and noise-free operation of hydraulic couplings to engines in its class for the first time.

Embodying advanced space saving design and torsional vibration dampening features, the gear is available with or without the revolutionary new Twin Disc Hydro-Troll feature which has here-



Clyde C. Williams, left, is the new general manager of the marine and industrial engine division of Chrysler Corporation; and E. E. Trittschuh, right, succeeds him as manager of the corporation's marine engine division.

tofore been available only in the lower horsepower range.

Three major improvements give the new MGH-340 gear the greatest smoothing, quieting qualities yet achieved in marine gears, Twin Disc engineers claim. They are:

1. Addition of a Twin Disc fluid coupling in front of the drive eliminates any mechanical connections between the driving and driven units.
2. Re-design and new arrangement of the gear train so as to impose a minimum amount of inertia or WR^2 value between engine and propeller.
3. Hydraulic clutch actuation eliminates the need for adjustment and greatly reduces clutch wear.

The MGH-340 with 21" hydraulic coupling can be equipped with a new slow speed Hydro-Troll Drive which, at low trolling boat speeds, permits the engine to turn in an efficient range to prevent engine fouling and maintain a satisfactory battery charging rate. This control was previously available only on smaller hydraulic drives with 14" and 17" size couplings.

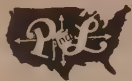
The control of the coupling fill is actuated by a manually operated valve which permits increasing the slip from "normal" 3% to as much as 30%. This increased slip in effect multiplies the mechanical gear reduction to the propeller by as much as one and one-half times. Thus, a 3:1 marine gear will reduce propeller speed as much as 4.5:1 or from an engine speed of 900 to a propeller speed of 200. At the touch of the valve, full speed, full power operation is instantly returned with complete coupling fill and normal reduction.

With the fluid coupling operated at complete or partial fill, all torsional vibrations are absorbed in a fluid cushion. The engine drives into the hydraulic coupling so that the oil actually transmits the power, absorbing all shocks and variations which usually add to noise and reduced gear life. With no mechanical connection there is nothing in the coupling to wear.

Another advance, saving both space and wear, is the hydraulic actuation of the clutches. Instead of mechanical linkage, oil acting upon the piston provides the necessary clutch engaging force.

Other advantages cited are:

1. Reverse drive provides full power and full speed for fast maneuvering.



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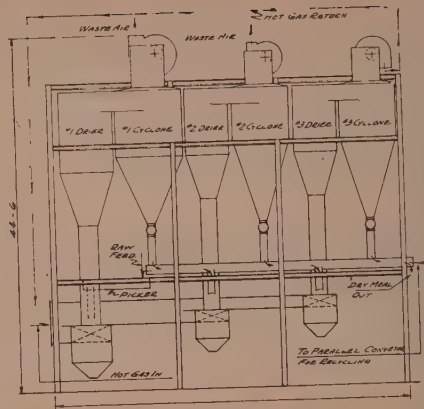
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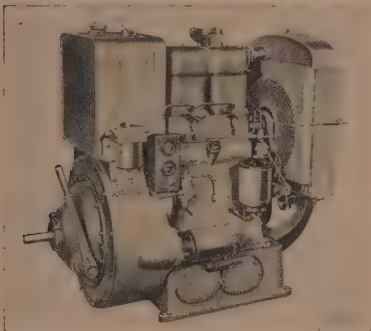
3. Anti-friction bearings are used throughout.

The new gears are described in Twin Disc Bulletin M-161.

Nordberg Adds New Diesel for Auxiliary Service

Nordberg Manufacturing Company announces the addition of a two-cylinder engine to supplement the Type 4FS1 single-cylinder, 10 to 15 hp. diesel engine which has won ready acceptance in the small power field. This new engine, conservatively rated at from 20 to 30 hp. within an operating speed range of 1200 to 1800 rpm., has a 4½" bore and 5¼" stroke and is an extra heavy duty, vertical, four-cycle, mechanical injection diesel engine. Known as the 4FS2, this engine is now in production at Nordberg's Milwaukee plant.

Designed to assure the utmost in reliability, the Nordberg 4FS2 engine features low operating cost and heavy duty construction. It is built as a complete, self-contained, ready to operate unit and



New Nordberg, 2-cyl. diesel, ranging from 20 to 30 hp., and specially suited for fishing vessel auxiliary service. It is shown here with power take-off, but is available with factory-installed pump or generator.

is offered as an electrical generating set, pumping unit and with clutch or stub shaft power take-off for direct connection or belt drive. This engine is also available for marine auxiliary applications.

With the addition of the two-cylinder engine, the Nordberg 4FS line of diesel generating sets provides a dependable source of electric power, pumping or other auxiliary service on fishing vessels or in packing plants.

C.F.I. Advances Wagner in Wire Rope Division

Robert M. Wagner's appointment as sales manager of the Wire Products Department of the Wickwire Spencer Steel Division of the Colorado Fuel and Iron Corporation was announced by H. C. Allington, general manager of sales at the executive offices of the corporation in New York City.

He succeeds Mr. L. A. Watts who has assumed the position of assistant general sales manager of the Wickwire Spencer Steel Division of the Colorado Fuel and Iron Corporation.

T. B. Cook Handle Kermath in Oregon

D. A. Carr, domestic sales manager, Kermath Manufacturing Co., Detroit, announces that the T. B. Cook Engine Co., foot of S. W. Gibbs St., Portland, has been appointed Kermath distributor for Oregon and Southern Washington bordering on the Columbia River.

Washington and Alaska distributor is Bryant's Marina, Seattle.

John G. Rapp Co., San Francisco and Los Angeles, handles distribution in California.

Union Diesel's Southern California Branch Moves

Relocation of the Union Diesel Engine Co. branch in Southern California is announced by S. W. Newell, vice-president. The branch continues under the direction of T. K. (Kris) Vestergaard, and now is located at 7206 Amherst St., San Diego 15, Calif.

Boicelli & Boss Have Chryslers At S.F. Fish Wharf

Boicelli & Boss, 2909 Jones St., Fishermen's Wharf, San Francisco, has been appointed Chrysler marine engine dealer in the area, according to Adolph Boicelli, senior member of the firm.

Boicelli & Boss have a complete stock of parts for Chrysler marine engines, and an attractive showroom, with Chrysler engines on display.

Mr. Boicelli started in the marine engine sales, repair, and installation business on Fishermen's Wharf in 1919, and now he has his son Adolph, Jr., with him.

In the completely equipped marine machine shop, Boicelli & Boss not only repair and overhaul all types of gas and diesel marine engines, but they also do many other types of marine machine shop work. For example, they make winches for crab boats, and larger sizes.

Phil Battaglia, San Francisco, recently purchased a Chrysler Crown for his hook and line boat from Boicelli & Boss.

John S. Pflueger Heads Great Fish Hook Firm

John S. Pflueger has been elected president and treasurer by directors of The Enterprise Manufacturing Company, Ak-



H. J. "HANK" KEISER

newly-appointed west coast sales and engineering representative for Lister-Blackstone, Inc., diesel engine manufacturers. His duties call for him to work with Lister-Blackstone distributors and authorized dealers throughout his territory. He brings to his work 16 years of experience as an engineer officer of diesel vessels, plus service with Fairbanks-Morse in sales and design divisions. He will make his headquarters in San Francisco, from where he will work the Pacific Coast from Seattle to San Diego.

ron, Ohio. He succeeds his uncle, the late C. T. Pflueger.

Howard J. Bean, who joined Enterprise in 1925, and who has been a sales representative of the Pfluegers' for more than 20 years, has been appointed sales manager. He will be ably assisted by Lawrence E. Postle, a Pflueger veteran with 35 years of service, Postle being appointed assistant sales manager.

The new Enterprise official family attributes the steady growth of the company and the world-wide popularity of its products, to the superior performance of its fishing tackle and to the closest cooperation possible with jobbers and dealers.

The barnacle-encrusted propeller of the tuna clipper Endeavor is inspected by Bob Lambie of the Lambie Propeller Co. as it is lifted by chain block from a truck which brought it to the Wilmington firm for reconditioning and dynamic balancing. On the same day the company returned to San Diego by truck the propeller of the Sun Europa, ready to carry the clipper into tuna grounds during 1951.



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Fish Industry Using Swift Weight Scale

An improved type of even balance packing scale is currently being used in the fish industry.

Claims of up to 60 weighings per minute have been reported by users. Faster weighings have been made possible by an oil controlled pointer. Reading of the indicator has become easier through the use of a swivel indicator head which may be turned to face the operator. The indicator chart is graduated to 1 oz. over and 1 oz. under.

The Berglund Swift Weight Scale is manufactured in 5 lb., 10 lb., and 12 lb. capacities by the Industrial Scale & Supply Co., of 5713 N.E. Union Avenue, Portland 11, Oregon.

Free literature and prices may be obtained upon request.

Fischer of Union Engine Heads Diesel Association

The Diesel Engine Manufacturers Association this year has as president Otto H. Fischer, president of the Union Diesel Engine Company, Oakland, Calif.

Other officers: Vice-president, A. W. McKinney, executive vice-president of the National Supply Company, Toledo; vice-president, Marvin W. Smith, president of Baldwin-Lima-Hamilton Corporation, Philadelphia; treasurer, Robert H. Morse, Jr., president of Fairbanks-Morse & Co., Chicago; William E. Butts, president of the Enterprise Division of General Metals Corporation, San Francisco; Levin H. Campbell, Jr., executive vice-president of International Harvester Company, Chicago; C. Paul Clark, president of Clark Bros. Co., Inc., Olean, New York; George W. Codrington, vice-president of General Motors Corporation, Cleveland; M. C. Davison, vice-president of Ingersoll-Rand Company, New York; Robert E. Friend, president of Nordberg Manufacturing Company, Milwaukee; Gordon Lefebvre, president of the Cooper-Bessemer Corporation, Mt. Vernon, Ohio; William S. Morris, vice-president of

American Locomotive Company, New York; E. J. Schwanhauser, executive vice-president of Worthington Pump and Machinery Corporation, Harrison, New Jersey.

Sawyer Makes Promotions

The H. M. Sawyer & Son Company, Cambridge, Mass., manufacturers of Fisherman's and Protective Clothing, has announced the following promotions: Richard W. Harkness has been appointed merchandise manager and A. K. Morley Horton has been appointed sales manager of the Industrial Protective Clothing Division.

Superior and Atlas Engine Oakland Operations Shift

The National Supply Co. Engine Division, manufacturers of Superior and Atlas Imperial engines, transferred sales and service operations at Oakland, Calif., on Feb. 5 to 2510 Grove St., Oakland 12. Telephone there is TE 6-1012.

Branch operations are directed by J. H. Czock, special representative, and David Ury, parts and service manager.

Nordberg Names Scott For Marine Diesel Sales

The appointment of Howard H. Scott as a special representative handling marine diesel sales for the heavy machinery division, is announced by R. W. Bayerlein, vice president, heavy machinery division, Nordberg Manufacturing Company, Milwaukee 7, Wis.

Mr. Scott graduated from the five-year course in marine transportation at the Massachusetts Institute of Technology. He sailed in various engineering capacities on ships of the United Fruit Company. In 1943, Scott was commissioned a lieutenant in the U. S. Navy, attached to the Bureau of Ships and assigned to active submarine duty.

He joined American Eastern Corporation of New York City in 1946, serving as marine superintendent and as assistant



Walter H. Kraemer, whom the Cooper-Bessemer Corporation, prominent builder of diesel engines, gas engines and compressors has just announced as appointed to its field sales and service office in San Francisco.

to the executive vice president. For the past 18 months, while on leave from American Eastern, Scott was director in New Jersey for MIT's \$20,000,000 development program.

Specialty Oil Data Available in Booklet

Data on Lubriplate products and their various uses in industrial lubrication are contained in a handy booklet known as "Lubriplate Data Book No. 1-50," published by Fiske Brothers Refining Co., 129 Lockwood St., Newark 5, N.J. It is available from the Lubriplate manufacturers on request and is considered a valuable reference work for engineers and marine or mechanical operations executives.

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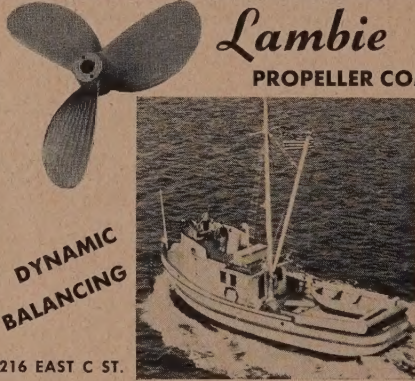
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